APRIL, 1963

THE Signalman's JOURNAL

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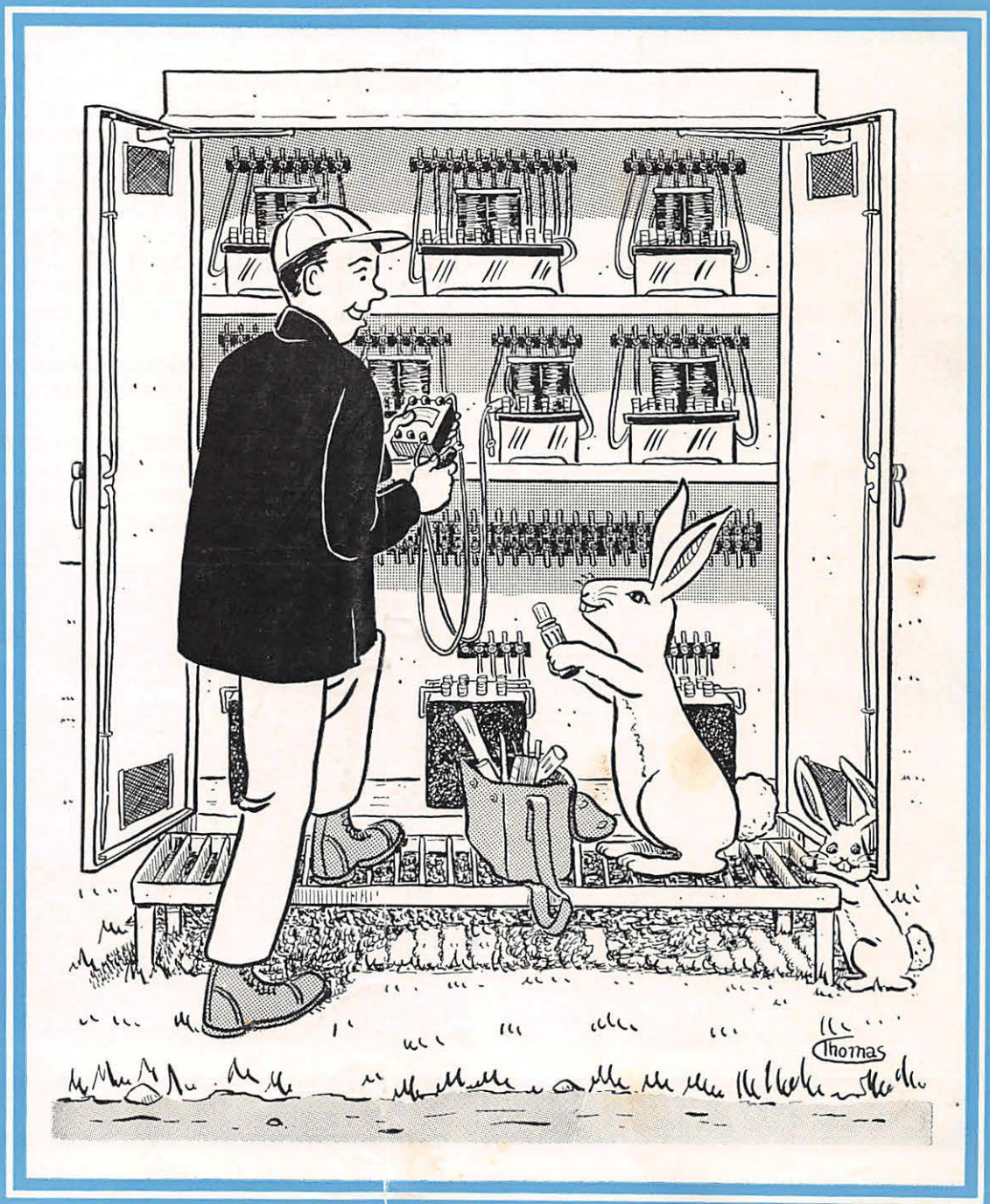
Extended Benefits for Rail Workers

Signalmen Maintain CNR's New Yard

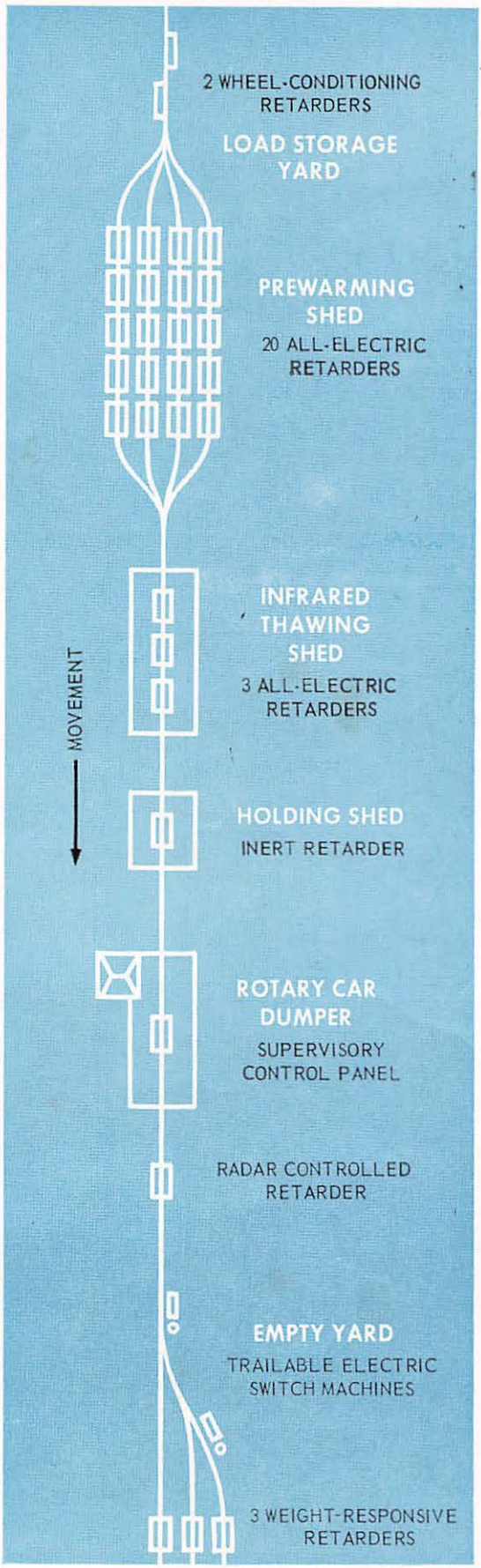
NRAB Upholds Claim Against H & M



On Our Cover

The cartoon shown here was prepared by Brother John Thomas, a member of Pennsylvania Local 18.

Brother Thomas invites all of our members to contribute ideas to be used in the "Signalman's Lament" comic strip which appears regularly in our Journal.



REMOTE CONTROL OF FREE-ROLLING CARS with GRS ALL-ELECTRIC CAR RETARDERS

At the United States Steel Corporation's coal preparation facility at Gary, Indiana, a unique coal handling operation is in progress—an operation where free-rolling cars are handled completely by gravity, remotely controlled by GRS all-electric car retarders.

Formerly, the task required motive power and was hazardous to personnel.

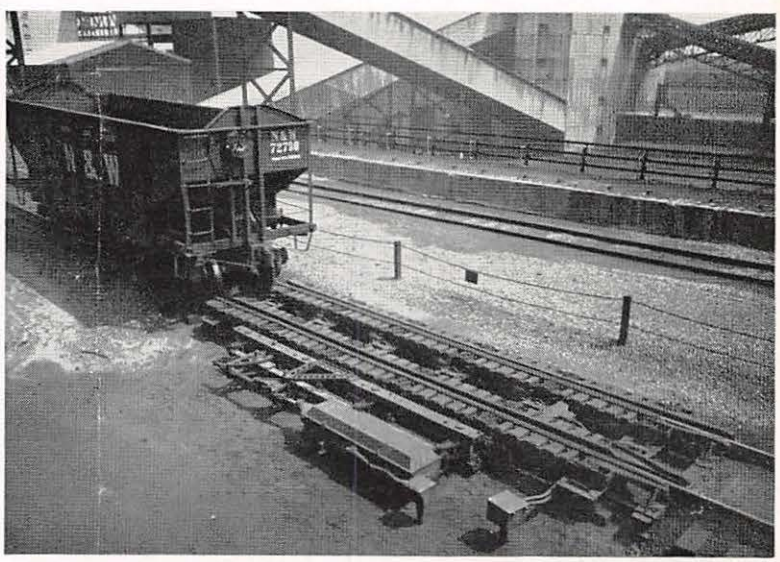
Today, through GRS remote control, the operation is handled quickly, safely, and efficiently. Operating costs have been reduced, hazards virtually eliminated. Control is flexible, capacity is increased.

OPERATION IS FAST AND EFFICIENT . . .

Loaded coal cars, ranging in load capacity from fifty to eighty-five tons, are spotted, and then held by GRS electric retarders on the four tracks in the load storage yard. By operating the retarders, the cars are then released, one at a time, and roll by gravity to the infrared thawing shed. When conditions permit, cars are released to the holding shed. From here, a cable-controlled barney moves each car to the rotary car dumper. As each car is emptied, it is pushed out of the dumper by the next loaded car and rolls by gravity to the empty yard—its speed controlled by a radar equipped GRS retarder on the lead and by simple, inert, weight-responsive retarders on the tracks in the "empty" yard. Fast-acting (0.6-second) electric switch machines route cars to the proper tracks.

GRS all-electric car retarders were selected as the most economical method of controlling cars moving to and from the dumper.

Why not investigate today—find out precisely what GRS car retarders can do when applied to your particular operation—in cutting costs, increasing capacity, and providing overall operating efficiency.



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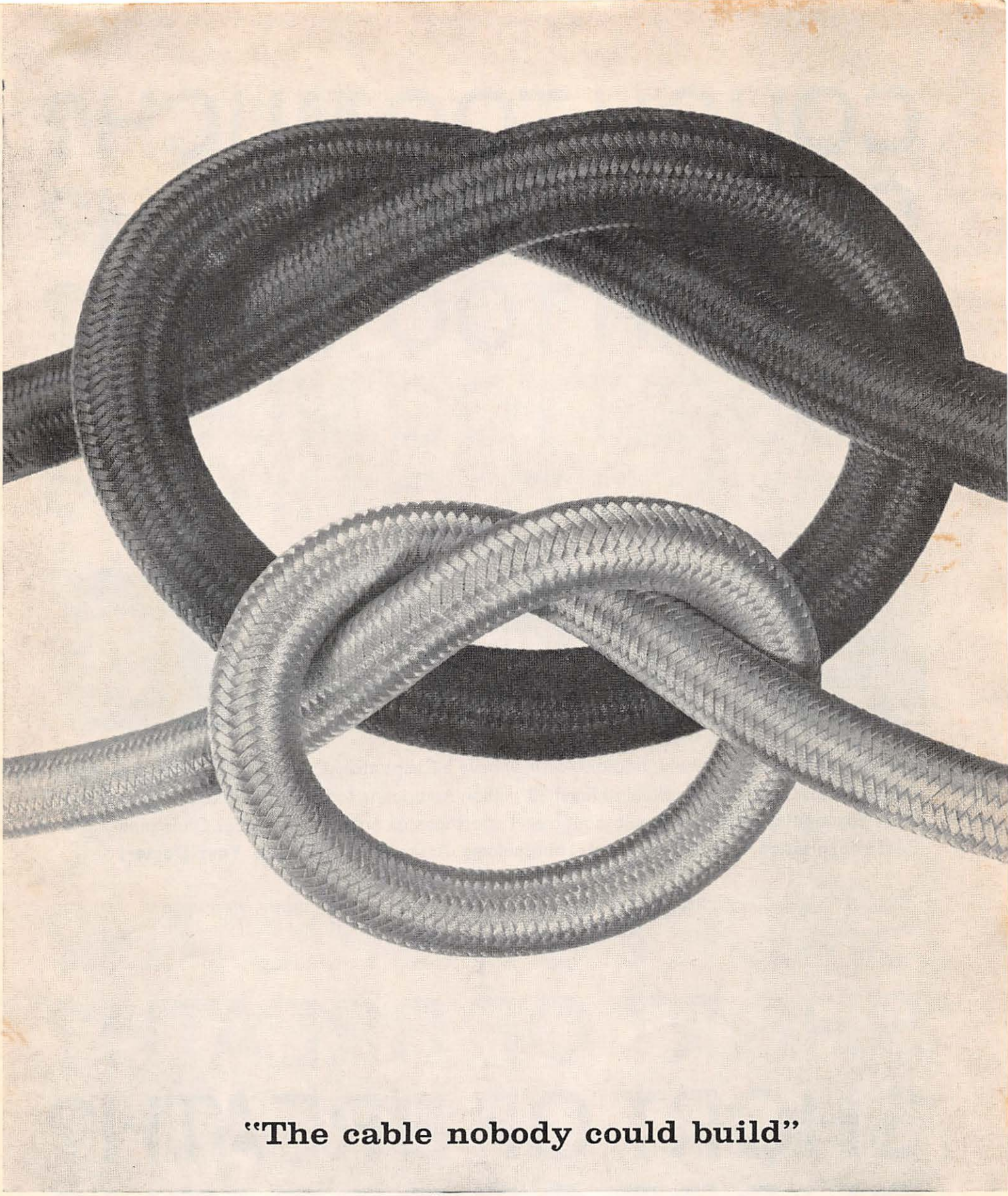

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COUGH TOO MUCH?
COUGH TOO MUCH?
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SHORT OF BREATH?
SHORT OF BREATH?
SHORT OF BREATH?
SHORT OF BREATH?

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OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

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APRIL, 1963

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POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago 25, Ill., on Form 3579.
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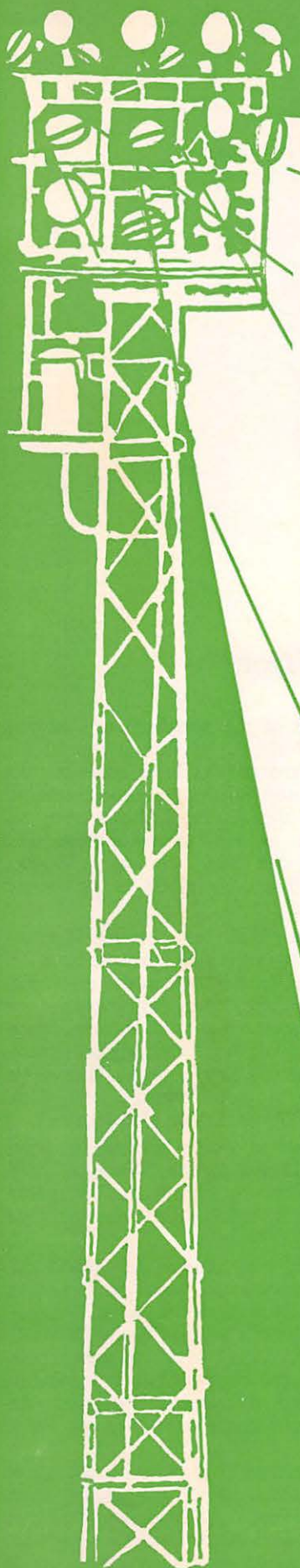


Special Assessment

NOTICE TO All Members In The United States

Your Assessment Must Be Paid To Your Local Financial Secretary On Or Before April 30

OUR BROTHERHOOD, AT ITS FIRST TRIennial and Thirty-Fifth Regular Convention held at Denver, Colorado during August 1961, by Convention action, authorized Grand Lodge to levy an assessment of $10 upon each member in the United States.

In compliance with this Convention action your Grand Executive Council, at a regular meeting held in October of 1962, unanimously agreed that the assessment should be levied February 2, 1963.

The $10 assessment must be paid by each United States member to his respective financial secretary during the period from February 2 to April 30, 1963. Special per capita reports have been furnished the financial secretary of each United States Local for the purpose of reporting and remitting your assessment to Grand Lodge.

This special assessment must be paid by each of you within the prescribed time in order for you to maintain membership in our Brotherhood in accordance with the provisions of the Constitution and comply with the requirements of the Union Shop Agreement in effect on your railroad.

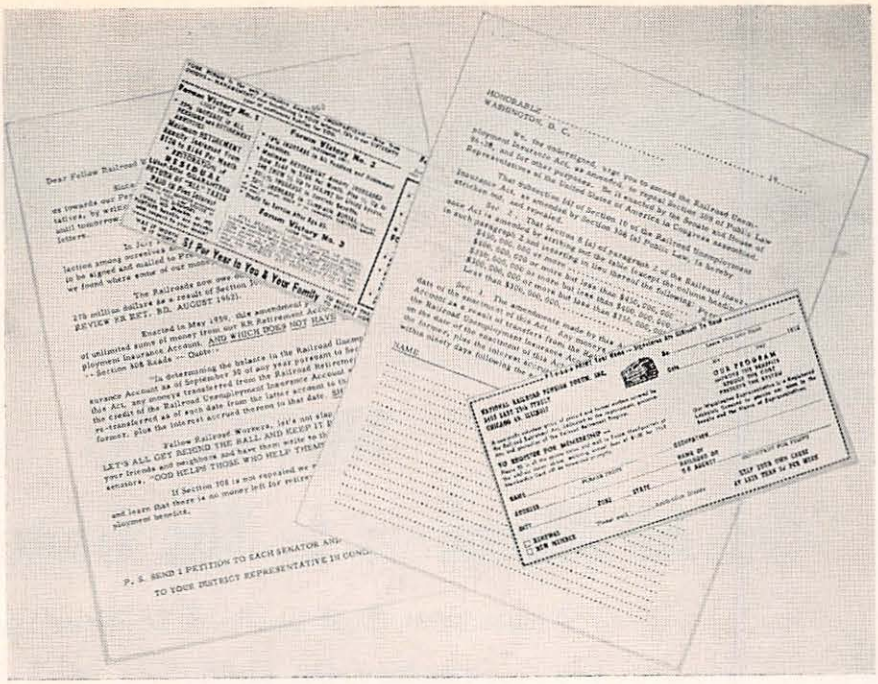
Failure to pay the assessment within the prescribed time will place you in violation of the Union Shop Agreement in effect on your railroad and will necessitate your financial secretary reporting you to your general chairman as a delinquent member.

You are all aware of the purpose for this special assessment as the matter has been given wide publicity since our last Convention. Articles have appeared in the January, February, and March issues of *The Signalman's Journal* and in addition, all Local Lodge officers and general chairmen have received considerable correspondence concerning the special assessment and the reason for its authorization by your Convention delegates. They have reported on the subject to you at your local lodge meetings or by letter.

Remember, this assessment was levied at your direction through your Convention delegates to further your interests and correct wage inequities which have developed in our craft over the years.

Your cooperation in this matter is urgently requested.

—C. J. CHAMBERLAIN—Secretary-Treasurer



A Report To The Membership

Facts About the 'Railroad Pension Committee'

By President Jesse Clark

Many of our Locals and members throughout the United States are being deluged by vicious propaganda circulated by the self-styled "Railroad Pension Committee."

Much of the propaganda appears to be a deliberate misinterpretation of the provisions of Section 308 of the Public Law 86-28, which authorized the borrowing of monies in the Railroad Retirement account of the U. S. Treasury in order to finance deficits in the Railroad Unemployment Insurance account.

The provisions were made to enable our members and others covered by the RRA who are unfortunate enough to be unemployed, or unable to work because of injury or sickness, to receive benefits.

The "Railroad Pension Committee" is an organization long known to be dual to the purposes of the Brotherhood and long known to sponsor "Pie in the Sky" amendments to the Railroad Retirement and Railroad Unemployment Insurance Acts which, if enacted into law, could well destroy both systems in a short period of years.

This group was formerly headed by one Tom Stack who, we understand, has retired, however, the group continues to be active in seeking to mislead our members into the signing of petitions sponsoring amendments to the law which are dangerous and which are contrary to the carefully considered views of all of the standard railway labor organizations.

Some of the most recent propaganda circulated by the group recites the fact that the Railroad Unemployment Insurance account is indebted to the Railroad Retirement account in the sum of approximately 276 million dollars and the propaganda correctly quotes the last paragraph of Section 308 (d) of Public Law 86-28.

This propaganda, however, leaves a very strong inference that the intent of the phrase "shall be disregarded" is that the monies owing as of September 30 of any year shall not be considered for future repayment from the Railroad Unemployment Insurance account to the Railroad Retirement account. Such an interpretation of the law is completely unfounded and totally untrue.

The phrase "shall be disregarded" simply means that in determining the balance in the Railroad Unemployment Insurance account as of September 30 of each year and only for the purpose of determining the balance, the monies transferred from the Railroad Retirement account to the RUI account shall be disregarded.

In other words, such monies will be repaid to the Railroad Retirement account and there is not now and never was any intent in the minds of the members of Congress or of the Chief Executives of the standard railway labor organizations that any of the monies borrowed from the Railroad Retirement account to pay unemployment and other benefits to our members should not be repaid to the proper account.

The "Railroad Pension Committee" has no status whatsoever as far as our Brotherhood and other standard railway labor organizations are concerned and should any pamphlets or other propaganda circulated by this group reach you we request that you forward it immediately to Grand Lodge Headquarters.

Another closely related organization known at the "National Railroad Pension Forum Inc." is reported to be soliciting membership and funds.

We are acquainted with this corporation and consider it nothing more than a racket. This "Forum" has absolutely no influence in Washington, D. C. and has never been successful in having any legislation enacted concerning Railroad Retirement and Unemployment Insurance.

We urge each of our members to evaluate carefully any group or organization claiming to influence legislation regarding the Railroad Retirement Act. Most are set up to deliberately mislead you and collect a few dollars in membership fees.

Extended Unemployment Benefits For Railroad Workers

RAILROAD WORKERS WITH 10 or more years of service have added income protection under the extended benefit provisions of the Railroad Unemployment Insurance Act. These provisions permit a longer period of adjustment for workers who may have special difficulty in getting other jobs if they are displaced from the railroad industry after many years of service.

The following questions and answers explain the eligibility requirements for extended benefits and how long they are payable.

1. *Under the Railroad Unemployment Insurance Act, how long can I draw normal unemployment benefits?*

You can be paid normal unemployment benefits for a maximum of 130 days for a benefit year; however, the total amount paid cannot exceed your creditable railroad earnings in the base year.

A benefit year begins each July 1; the base year for a benefit year is the previous calendar year.

2. *What requirements must I meet in order to be eligible for extended benefits?*

You must meet the same requirements as for normal benefits and, in addition, you must (1) have exhausted your rights to normal unemployment benefits, (2) not have left work voluntarily without good cause or voluntarily retired, and (3) have at least 10 years of railroad service.

3. *Under what conditions do I exhaust normal unemployment benefits?*

You have exhausted your normal unemployment benefits for a benefit year after one of the following conditions first occurs: (1) You were paid benefits for 130 days in the benefit year, (2) you were paid benefits equal to your base-year wages in the benefit year, or (3) the benefit year in which you were qualified ended before you had drawn the maximum unemployment benefits for that year, and you are not qualified for benefits in the next benefit year.

4. *What service is counted toward the 10-year requirement for extended benefits?*

All service which is creditable toward retirement annuities under the Railroad Retirement Act, including military service and railroad service before 1937, is included.

5. *How long can I receive extended unemployment benefits?*

If you have 15 or more years of service, your extended benefit period will run for 13 successive 14-day registration periods, during which you can be paid benefits for a maximum of 130 days. If you have 10-14 years of service, your extended benefit period will run for 7 successive 14-day registration periods, during which benefits can be paid for a maximum of 65 days.

6. *I will exhaust my normal unemployment benefit rights shortly but will be eligible for additional benefits in an extended benefit period. When will my period for extended benefits start?*

An extended benefit period will begin with your first day of unemployment following the exhaustion of your normal unemployment benefits.

7. *Are registration periods for extended benefits similar to those for normal unemployment benefits?*

No. Registration periods for normal unemployment benefits usually begin with a claimed day of unemployment. Registration periods for extended benefits begin the same way but, after the first such period, they run successively regardless of the pattern of the employe's unemployment.

8. *I have been recently recalled to my railroad job after drawing extended unemployment benefits for only a few weeks. Can I receive further extended benefits for the current benefit year if I should be laid off again?*

Yes, but you can receive benefits only for unemployment which may occur before the end of your extended period. Since this is a fixed period after it is once established, you exhaust your extended benefit rights when it ends, even though you will not have drawn benefits for the maximum number of days in the period.

9. *I have 10 years of railroad service but am not qualified for unemployment benefits in 1962-63 due to an illness and a long layoff. However, I had earned enough in 1962 to qualify for benefits in 1963-64. Can I receive any unemployment benefits now?*

Yes. An employe with 10 or more years of service who has qualifying earnings for the next benefit year may start it early and receive benefits in the accelerated benefit year.

10. *What types of benefits are payable in an accelerated benefit year?*

Both normal and extended unemployment benefits and sickness benefits may be paid in an accelerated benefit year.

11. *About how many railroad workers exhausted their normal benefit rights in 1961-62 and received benefits for regular extended periods?*

Of the 200,000 unemployment beneficiaries in benefit year 1961-62, some 49,000 exhausted their normal benefit rights. Of the latter, 21,000 had at least 10 years of service and received extended unemployment benefits. These figures do not include individuals with less than 10 years of service who received extended benefits under a temporary law which is no longer in effect.

12. *Can I receive sickness benefits during an extended benefit period or if I begin a benefit year early?*

Yes. Extending a benefit year or beginning it early for unemployment benefit purposes serves also to extend the time during which sickness benefits may be payable. However, the total sickness benefits for the benefit year, including the extension or acceleration, still cannot exceed the maximum amount payable in a normal benefit year.

YOUR MONEY'S WORTH
by Sidney Margolius
MANY WORKING FAMILIES OVERPAY INCOME TAXES! MOST FREQUENT MISTAKE IS TO USE THE "SHORT FORM" WITHOUT FIRST CHECKING TO SEE WHETHER YOUR POTENTIAL DEDUCTIONS ADD UP TO MORE THAN TEN PER CENT OF YOUR INCOME.
SHORT FORM
LONG FORM
FORM 1040 (LONG FORM) IS NOW EASIER TO FILL OUT. "TRY OUT" BOTH FORMS TO SEE WHETHER ITEMIZING DEDUCTIONS WILL SAVE YOU TAX MONEY.
GIVE YOUR DOLLAR MORE POWER WHEN YOUR FAMILY SHOPS FOR WOMEN'S AND GIRLS' APPAREL INSIST ON THE LABEL AT THE RIGHT. WHEN YOU BUY BROOMS OR SIMILAR PRODUCTS INSIST ON THE LABEL AT THE LEFT.
UNION MADE
UNION LABEL

Freight cars at Canadian National's Symington Yard roll down the hump and into the master retarder, where its speed will be automatically adjusted to ensure gentle coupling onto cars in the classification tracks at the bottom of the hump. Building at the center of the photo is the retarder control towers. Photo by Canadian National Railways.

Signalmen Install and Maintain Technical Equipment at CNR's New Symington Yard

MEMBERS OF OUR BROTHerhood, who worked on the Canadian National Railway's new Symington freight classification yard which was officially opened at Winnipeg, Manitoba, Canada last September, must be congratulated for a job well done in installing much of the automatic equipment there.

The technical knowledge and skill of our Brothers combined with physical strength and many hours of strenuous labor had produced a working hump classification yard which the CNR president Donald Gordon described as "the very latest and best freight marshalling yard that could be constructed."

The accompanying photos show that the work and responsibilities of signalmen did not end when the yard was put into service. Quite the contrary, signalmen are constantly testing and maintaining the automatic equipment which now serves as the heart, muscle, and nervous system of this complex installation.

Our Brothers working at the yard are members of Winnipeg Centre Local No. 12. The activities of this Local are regularly reported in the *Journal*.

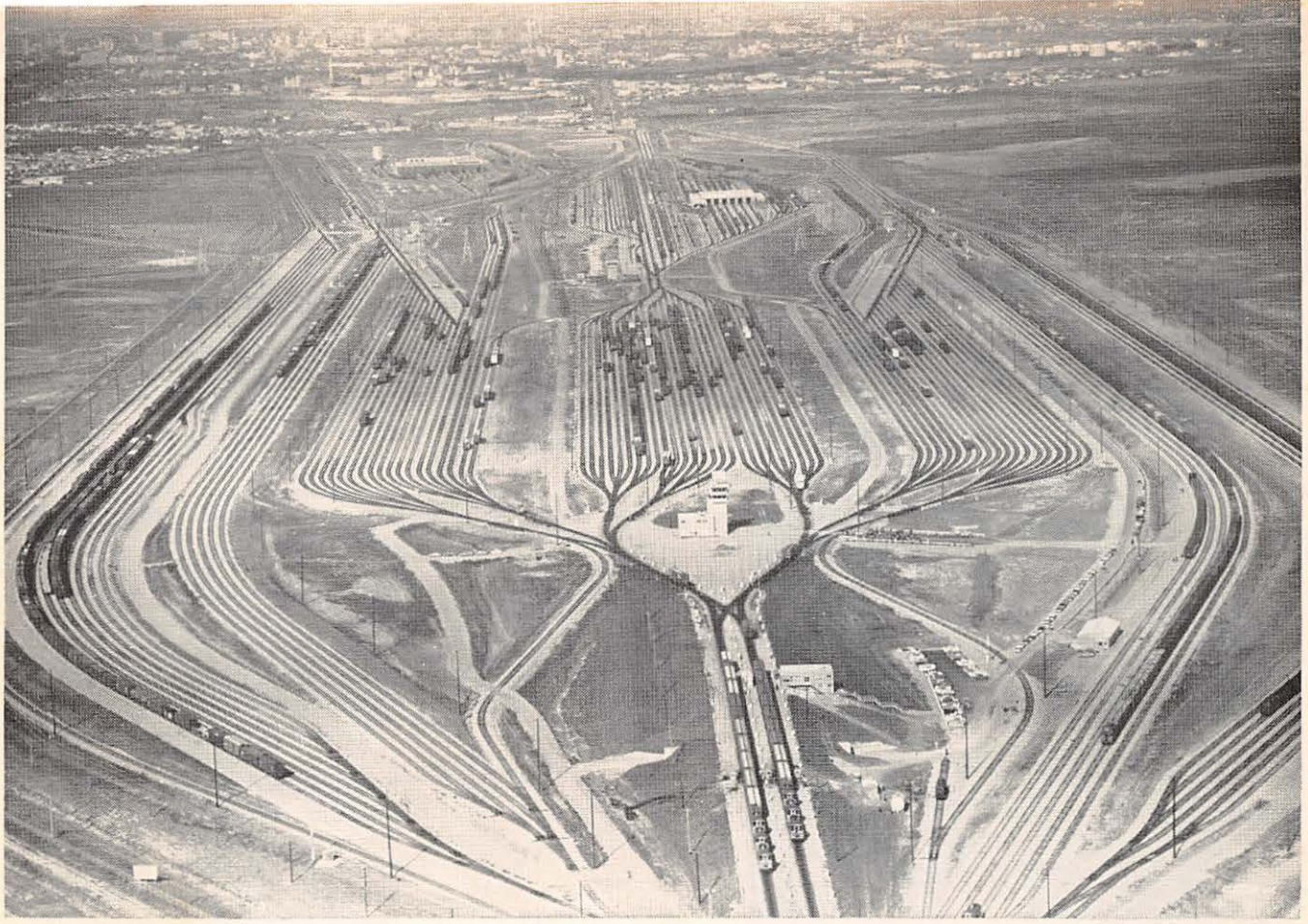
The photo below shows Foreman A. J. Robinsons' gang installing the retarder mechanism containing the motor and drive mechanism. Left to right they are G. Moens, A. J. Robinson, and Wayne Weseen.

Electronics Plays A Vital Role

Symington Yard, a CN news release claimed, is the world's most advanced freight classification yard, and embodies the use of the latest electronic devices in its around-the-clock operations.

From the moment a freight car enters the CN yard, the release explained, some of man's most ingenious inventions either guide or observe it over a series of moves until it has been classified and is ready to depart for its destination.

A closed-circuit television camera is mounted at the entrance to both



This photo of Canadian National's Symington Yard at St. Boniface, near Winnipeg, shows the dual hump which leads to the 62 classification tracks. Repair tracks, diesel locomotive and car repair shops are in the background. The $23 million yard was opened officially during September 1962. Photo by Canadian National Railways.

east and west receiving yards. As the cars of an incoming train move past the cameras at a slow speed, their identification numbers are flashed to a receiving set in the main yard office. The numbers are then checked against an advance consist which has been received at the yard prior to the train's arrival.

In this way, it is possible for yard personnel to determine whether the train has picked up any new cars or has been forced to set some off after leaving its point of origin.

Much of the paper work connected with car accounting is done with the aid of electronics, also, for integrated data processing with IBM machines plays an important role at Symington Yard.

For example, the advance consist of a train is received at the yard on an IBM machine in the form of punched cards. After the television has noted any additions to that train, punched cards are prepared for those additions and the revised list is fed to a writing machine in the yard office.

In a matter of seconds, the information on the punched cards comes out in the form of a teletyped list in the offices of the yardmaster, retarder controller and hump foreman. Thus the necessary paper work has been expedited and a car is ready to be humped.

The actual speed of a freight car as it rolls down the hump is measured by radar which is a part of the complex equipment maintained by signalmen. Antennae between the rails track each car, piercing the darkest night or the densest fog to supply vital information to the huge electronic computer which controls the automatic retarders.

The speed of a car, its rolling resistance, weight, and distance to couple, are measured by signal devices and taken into account as the car decends the slope.

This information is stored, digested and interpreted by electronic computers. In a split second, they "tell" the retarders how much pressure to apply to a car's wheels to ensure a gentle coupling at the end of the Classification track. It is the responsibility of the signalman to maintain this equipment and keep it working properly at all times.

Retarders are a Part of the System

The whole function of the yard, CNR claimed, hinges on the action of automatic car retarders which required months of careful testing and adjustment before being put into operation.

Basically, a retarder is a huge, steel machine whose brake shoes squeeze against the inside of a car's wheels and retard its speed as the car heads to its classification track.

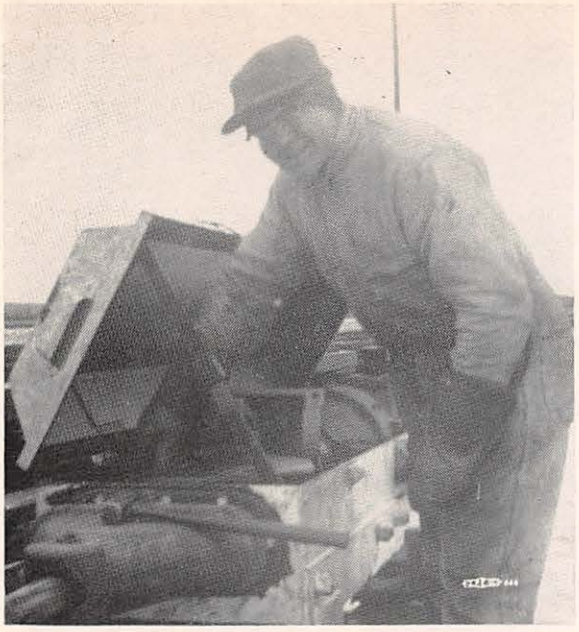
There are two master retarders on the slope of the hump—one on each track—and seven group retarders at the entrance to the main classification yard.

Developed by General Railway Signal Company, the group retarders are able to bring 100-cars traveling at 13.23 miles an hour to a full stop, the manufacturer claimed. The master retarders are designed to remove a maximum of 16.38 feet of velocity head, from any car.

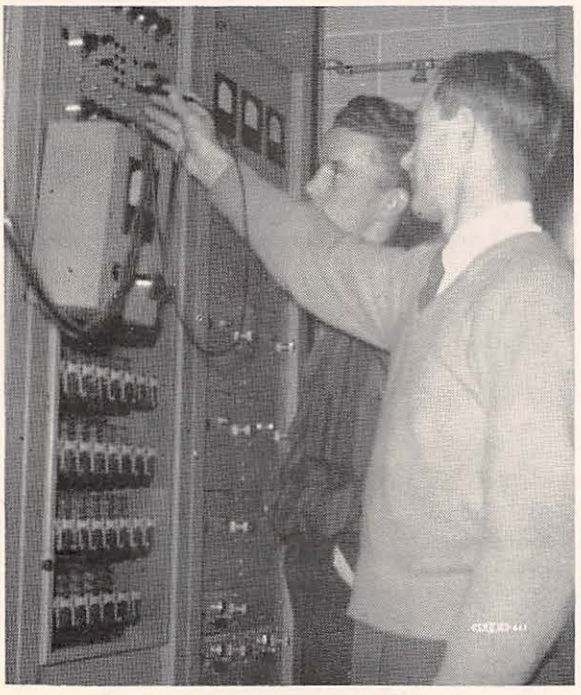
In addition, there are spring-activated inert retarders at the far end of each classification track to stop freight cars from rolling out of the yard. These retarder was reported, have a capacity ping an average loaded ca at 5 mph.

The master and group go to work after the electro puter has digested the weig rolling car, its speed, and i resistance. In this way, the of retardation required for gentle coupling is known instantly.

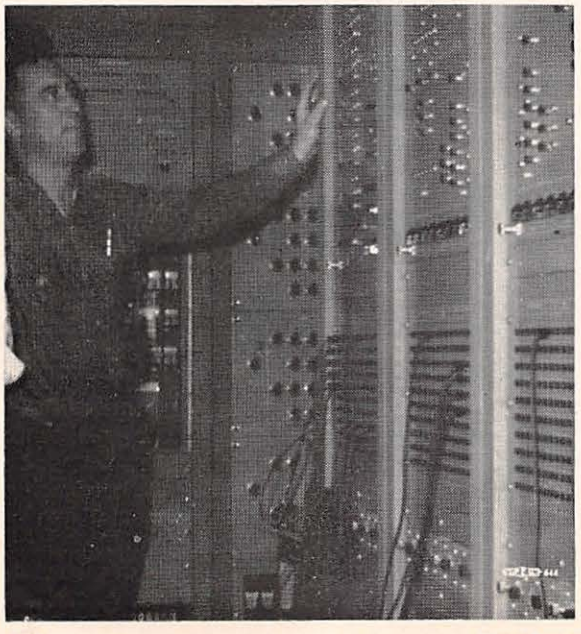
A high degree of wear resistance is obtained at major bearing locations in the retarder by hard-facing and heat-treating of parts, it was pointed out. Normal retarder maintenance, consisting of adjustment, lubrication, bolt tightening and re-



Brother Les Jarf is shown checking the "bull pin" in the GRS retarder mechanism.



Brother Ernie Nevfeld, in dark shirt, is shown as he received instructions regarding computer checks from Assistant Supervisor Sid Piper.



Brother Ken Ritzer is shown at the test panel of the computer as the system was being monitored.

placement of worn shoes, is facilitated by the design which permits easy access to all parts and is performed by signalmen in addition to their other duties.

Actual retardation is produced from shoe pressure developed by compressing a series of helical springs. The amount of spring compression is regulated by a positioning mechanism driven by an electric motor and held in position by a magnetically controlled brake.

Electrical energy is required only for changing the retarder position, thereby affording low power consumption. And since electrical energy is not required to hold the retarder in retarding position, the ability to make retardation is maintained even in the event of power interruption.

Two retarder operators, located in a six-story tower at the base of the hump, ensure that the cars roll clear into the proper classification tracks. These men sit at control panels, which are maintained by signalmen, and take manual control of the routing and speed of the cars should it become necessary in any emergency.

The retarders give the same fine service during any type of weather. Without them, the rapid classification of freight cars would be impossible, CNR pointed out.

Automatic Switching Used At New Yard

The use of automatic switching at CN's Symington Yard not only expedites yard operations but also eliminates any possible switching difficulties and reduces operating expenses, a CNR press release emphasized.

There are 337 switches in this the world's most modern hump yard, including power, spring and automatic hand-throw types. In addition, a total of 160 gas switch heaters have been installed to keep the points free of ice and snow in winter.

Briefly, here is how automated equipment, maintained by members of our craft at the Yard, plays its role in switching:

The track destination of a cut of cars to be humped is supplied to an electronic selection system by the hump foreman, who presses a numbered push button on his control machine panel. This information is interpreted, stored and applied by the system to select correct switch positions for the cut of cars as it progresses to its classification track.

A feature of the automatic switching procedure is that a switch is prevented from being thrown under

a car by a special detector track circuit at switch locations.

Instead of traditional switch lights, Symington Yard employs new reflectorized markers to show the direction in which a switch is lined. This development was used by CN for the first time in Canada at its Moncton hump yard, the CNR explained.

The targets are diamond-shaped green and yellow plates which rotate during automatic operation and indicate the position of the switch.

Cab Signals Introduced To Increase Safety

Maximum safety and efficiency during humping operations are ensured by the use of light and sound signals in the cabs of hump engines, the CNR pointed out.

The signals actually are repeats of signals which appear on standards near the hump buildings. But this double-check feature, a recent innovation in freight yard design, means that the locomotive engineer always has the proper signal in view no matter how unfavorable the weather conditions may be.

A green light in his cab tells the engineman to approach the hump. When the light turns yellow, he knows the way is clear to start humping. A red light means stop and a flashing red light signals him to back up.

Each signal change is accompanied by a warning bell in the cab, immediately attracting the engineman's attention to the new signal.

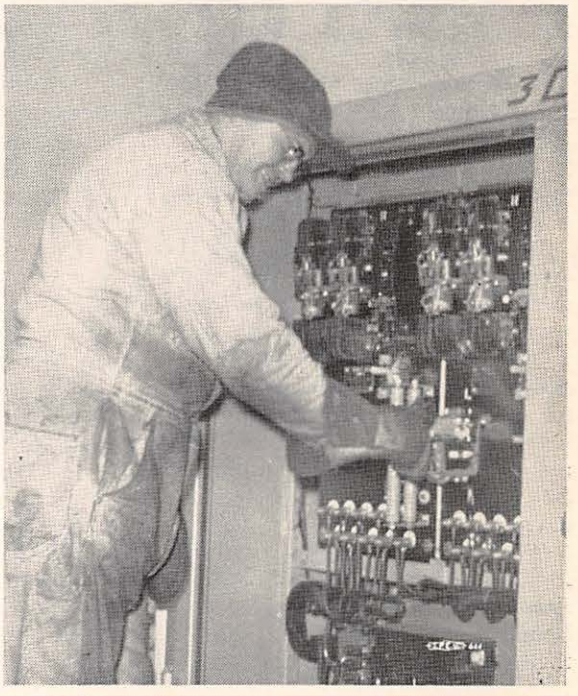
Movements between the hump crest and the east end of the classification tracks also are governed by signals at the hump crest. A green "trimmer" signal is flashed when the switches have been lined and it is safe for the hump engine itself to move down the hump into the yard to start trimming operations.

Another safety device is the dragging equipment detector, located on each track east of the hump crest. If this detector is tripped by a fallen brake beam or other dragging equipment as the car approaches the hump, the hump and cab signals automatically show a stop indication and the equipment is either switched out or repaired.

A long blast on a siren is sounded by the hump foreman to warn all personnel that humping is about to start. The same signal may also be given by the retarder operator to warn employes in the areas of the retarders or classification tracks.

The normal humping speed at Symington is two miles an hour. If humping is done continuously on

Brother Ernie Nevfeld was photographed as he checked impulse track circuits.



Brother Les Jarf is shown here as he checked retarder control contactors.

K. Ritzer, leading maintainer is checking a motion detector with the oscilloscope.

both tracks, it is possible to hump some 480 cars an hour.

From the moment a car is cut loose by the pin-puller and starts its descent down the hump, the electronic equipment controls its speed and the car couples onto the cars in the classification track with just the slightest touch.

The net result? Not only does the shipment reach its destination faster, but it remains in A-1 condition all the way.

The hump at Symington is 32 feet above ground level at its crest. Its percentage of grade varies from 6 percent at the crest, five percent at the master retarders and 1.8 percent at the entrance to the classification tracks.

It took a fine performance by grading crews to prepare the site. The area on which the 62 classification tracks are constructed had to be downgraded towards the west at three-tenths of one percent, or just a little more than three inches in 100 feet.

This is just sufficient downgrade to keep a loaded box car rolling at a speed of one mile an hour.

If all the freight cars that can be accommodated at Symington Yard were placed end to end, they would stretch for a distance of 60 miles.

The CN's gravity freight classification yard has a standing capacity for 6,924 cars, and provision has been made to handle some 3,000 more in the future. Humping of freight cars continues 24 hours a day.

There are 62 classification tracks in all, made up of 30 local classification tracks and 16 each for westbound and eastbound. In addition, there are six tracks in the west receiving yard, eight in east receiving, five in the west departure yard and five in east departure.

The longest classification track in the modern yard has a capacity for 125 cars; the shortest can accommodate 31.

Chicago Meeting Set for B. of R. S. Officers

President Jesse Clark recently announced that the meeting of General Chairmen, held about midway between conventions of Grand Lodge, will be held May 24 and 25. Sessions of the meeting will be held in the LaSalle Hotel at Chicago, Illinois.

It is anticipated that general chairman from all major roads and most of the smalled properties will be present for this meeting to discuss our Brotherhood's plans for the future.

Communications In Yard Operation

According to CNR, the new freight classification yard, employs an extensive communications system to give the personnel immediate contact with almost every point in the yard.

One of the features of the setup is a series of 102 talk-back speakers which enable two-way conversations between ground forces and key control points.

The speakers, mounted on standards throughout the yard, play their part in the speedy marshalling of freight cars by giving the yardmaster direct contact with his ground crew. Since yardmasters make nearly all decisions pertaining to the classification of freight cars, the talk-backs are indeed of great assistance.

At Symington there are also five radio systems which provide communications for locomotives, vehicles, yard crews and officials in the yard offices. The five systems are comprised of 15 base station installations, 50 pocket transmitter receiver combinations and 10 four-channel locomotive radio installations.

All systems employ very high frequency narrow band equipment, operating in the railroad radio frequency band.

Lighting Distribution System

The new freight classification yard is lighted by 900 mercury vapor floodlights which turn night into day over an area of 275 acres, or the equivalent of 220 football fields. Indeed, the 660 kilowatts of power consumed by the lamps would light approximately 125 miles of streets or the stretch of the Trans-Canada Highway between Winnipeg and Brandon.

Sensitive photo-electric cells located at strategic points in the yard automatically turn the lights on at dusk and turn them off again with the coming of daylight.

Fixtures are mounted on top of 75-foot wooden poles for general area lighting, and at various other heights on steel poles where higher levels of illumination are required. Floodlights atop the poles are relamped by means of a giraffe aerial platform truck.

To serve the power requirements at this modern hump yard, an overhead seven-mile transmission line carrying 24,000 volts rings the perimeter and feeds seven self-contained sub stations. The sub stations are equipped with automatically-controlled apparatus for reclosing circuits after a power interruption.

SIGNALMAN'S LAMENT **BY THOMAS**

SO YOU'RE THE FELLOW THAT WAS AWARDED THIS SECTION. WELL I'M YOUR INSPECTOR... IF YOU WANT, I'LL SHOW YOU AROUND.
GOOD IDEA!
THIS IS NO DOUGHBALL OUT HERE— EVERYTHING NEEDS PAINTING, SIGNALS, RELAY CASES, CROSSING SIGNALS.....
GOSH!
YOUR CIRCUIT CONTROLLER BOXES NEED A GOOD GOING OVER AND ALL YOUR CROSSING GATES! ANY QUESTIONS?
YEAH! WHY DIDN'T YOU TAKE ME ON THIS TOUR BEFORE I BID THE JOB?
Thomas '63

The system is designed so that any fault occurring on a section of the line can be isolated, leaving all services in the yard without any loss of power.

All distribution lines are underground, and electrical engineers estimate that approximately 200 miles of cable have been used to service the power lighting requirements.

Lighting at Symington incorporates the use of fluorescent, mercury vapor, quartz line and incandescent type lamps. The modern diesel and car repair shops at the yards boast the highest possible working level of illumination, according to a report by the CNR.

The Hon. H. J. Symington, in whose honor the yard was named, was a director of the CNR for 20 years and served as president of Trans-Canada Air Lines from 1941 to 1947.

Mr. Symington was born in Sarnia, Ont., the son of a railway president. He was educated at the University of Toronto and obtained his law degree at Osgoode Hall.

In 1905, he began his law career in Winnipeg with the firm of the late Justice H. M. Howell. Later, he set up his own practice and became solicitor for the Grand Trunk Pacific Railway.

His first working experience with the railway served to whet his interest in problems facing it, and he became an expert on freight rates. During his 23 years in Winnipeg, Mr. Symington represented all western provinces in cases involving freight rates.

In 1936, some seven years after moving to Montreal, he was appointed a director of Canadian National.

Hudson & Manhattan Project

Fight Legal Snarl In Plan For Revamping of H&M

ONCE LEGAL HURDLES ARE cleared, the Port of New York Authority plans to move ahead on a whopping $150 million program for modernizing and rehabilitating the old Hudson & Manhattan Railroad which operates the Hudson tubes between New Jersey and Manhattan.

Some highlights of the program were described to the Railway Labor Executives' Association at its last meeting by Louis J. Gambaccini, deputy director of the Authority's rail transportation department.

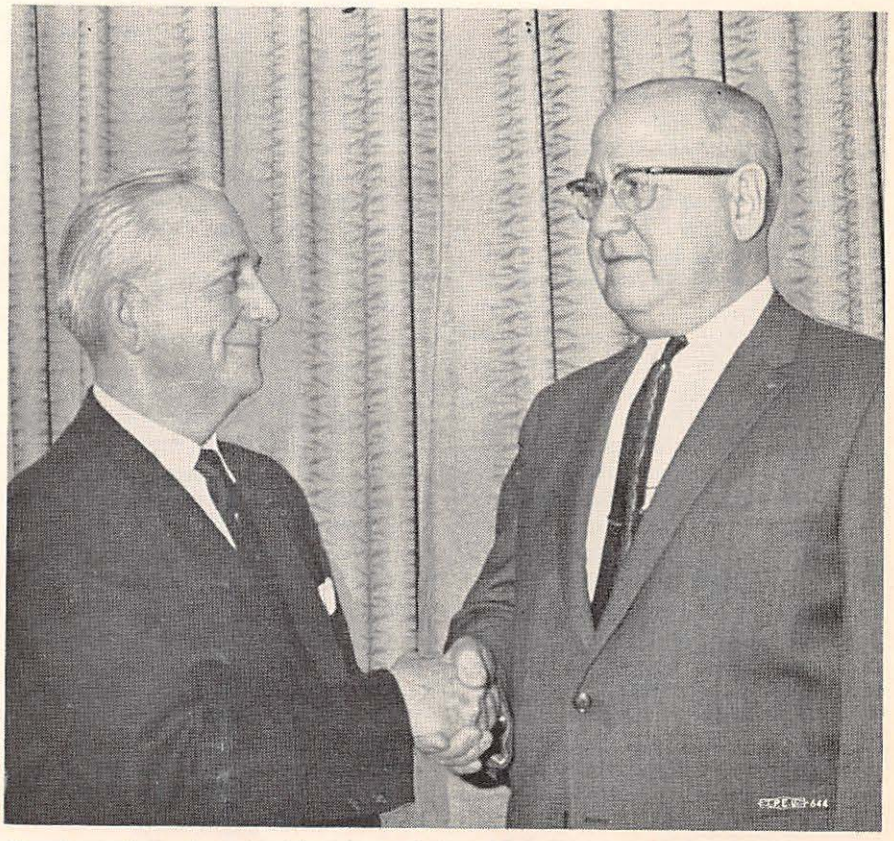
Gambaccini made it clear that the program contemplates "virtually 100 percent reconstruction of the road."

PATH plans to install over 250 new air-conditioned rapid transit cars; completely renovate the power and signal system; construct new yards and shops; rehabilitate all passenger stations, and make other changes.

Also, the Authority is continuing full recognition of the 10 unions now representing the line's 1,100 employes, including continuation of signed collective bargaining agreements. He said the Authority intended to maintain the best possible wages and working conditions for the employes—and he predicted there would be many improvements.

A Port Authority Trans-Hudson Corp. (PATH) has been created as a subsidiary to operate the H&M. The corporation had asked for bids on the new-type modern commuter coaches, but just as the bids were about to be opened, a state court, by a 3 to 2 vote, held that the statute under which PATH functioned was unconstitutional because of a tie-in with a proposed $270 million World Trade Center in lower Manhattan. The Port Authority is pressing a quick appeal to higher courts.

As pointed out by the Authority, the Hudson & Manhattan Railroad had been in financial difficulties for years; the physical condition of the carrier was badly deteriorating, and the passenger load had plunged from a peak of 127 million in 1927 to only 39 million now.



The photo above shows President Jesse Clark and J. Reese, Sr., general chairman on the Hudson & Manhattan Railroad, as they met recently to discuss PATH's program for the H & M.

By SIDNEY MARGOLIUS, for the Signalman's Journal

PLEASE READ THIS STORY. This or a similar version of the referral or bonus selling trick could happen to you. Wage-earning families all over the country have been and still are being trapped by referral plans into buying many types of merchandise, despite repeated warnings in labor and co-op papers. Not all the might of the United States Government seems able to stop referral selling, so you will have to defend yourself.

"Referral selling" is a plan used by house-to-house salesmen and other dealers, promising you bonuses on your own purchase if you supply names of prospects. We were startled enough by the many families who bought vacuum-cleaner outfits for $220 on this basis. But now we have just come across "built-in" vacuum cleaners sold for as much as $1000 on a referral plan.

Mr. and Mrs. G. W., of Columbus, Ohio, first got a letter from a close friend saying that a man would call to make an appointment "to tell us about a wonderful deal." He did, and explained that for every 20 names, Mr. and Mrs. W. would receive $300 plus $100 for each prospect that actually purchased a "built-in" vacuum. The salesman said that the built-in vacuum would raise the value of the family's home $1000.

The salesman wrote up the contract, immediately called the installers, and the cleaner was installed the next day. Notice how quickly he worked. Mrs. W. later turned over not 20, but 60 names. She heard nothing more until several weeks later she got a letter from a local bank enclosing a payment book and notifying her that her first payment was due.

She called the vacuum-cleaner company but was told the salesman was working in another state and the company did not know where he could be reached.

Now the bank has notified Mr. and Mrs. W. that they owe almost $1000 and that Mr. W's wages and their home will be attached if payments are not forthcoming.

Other families in their area also have been caught by this plan, Mrs. W. reports.

Similar referral plans have been used to sell many goods from carpeting to cars, and often with the same tragic results.

As this department previously warned, referral plan sellers often have no intention of paying bonuses at all, or sometimes pay only a few bonuses which they use as examples to persuade others to sign contracts. Even in the case of companies which have paid some bonuses, your opportunity to earn them is very limited.

One major company using the referral plan to sell vacuum cleaners for $220, specifies in its contract that such sales must be made within six months.

Meanwhile, whether you earn any bonuses or not, you have signed a sales contract and must continue to pay. Under the weak laws existing in most states, you would have to prove that you were fraudulently led into signing the contract, and it is hard to prove fraud in the case of verbal statements. It's your word against the saleman's—if you can find him.

Thus, it is most important that any contract you sign for any purchase, include a written statement of the verbal representations made to you. A recently-enacted California law now even requires that salesmen include in their contracts any promises made to pay bonuses for prospects.

However, even this slim bit of protection is hard to enforce by anyone but the buyer himself, and may prove illusory. In fact, the salesman may write into the contract that bonuses will be paid on sales made to your prospects, but indicate to you verbally that the bonuses will be paid merely for a list of names.

Families like Mr. and Mrs. W. who already have been caught might follow the lead of a group of homeowners in Clearwater, Florida. Since legal action to prove fraud is usually prohibitively expensive for an individual family, 24 families in Clearwater banded together to sue an Atlanta, Georgia, carpet company which had promised $60 for each name of a prospective buyer, plus $40 for each prospect that actually bought carpeting. These homeowners all had given mortgages to have carpeting installed in their own homes, and were in danger of losing their homes if they didn't pay. They also sued the finance companies who had taken over the sales contracts.

But we recommend not buying any item sold on a referral plan. Even if the plan really intends to pay bonuses, then the item itself must be overpriced to include the cost of the bonuses.

Besides vacuum cleaners, rugs and carpets, referral plans also have been used most frequently to sell garbage disposers, home fire-alarm systems and various home repairs.

In the home repair area, the twist often used is to tell you that the new roof or other improvement you are buying will be used as a model. You are promised both a lower price than usual, and commissions on sales made as the result of showing the work done on your house.

* * *

The latest figures on credit buying show America's families are going into debt more heavily than ever before.

At the same time they are being widely deceived on the credit fees they pay and are paying a dangerously large slice of their income to carry installment debts.

At present you have no protection against interest rate deception. The "truth-in-lending" bill introduced in Congress by Senator Paul Douglas of Illinois was blocked last year by opposition of small loan companies and retailers.

In one revealing case, this reporter asked a large credit grant — or its rates — on two types of credit plans it offers. One type is merchandise coupons. For a $60 booklet of these coupons which you can use to make purchases in various departments of the store, you pay back $11 a month, or a total of $66.

The fooler is that this is not an interest charge of "ten per cent" as you might think. You owe $60 the first month but only $10 the last month, so your average debt is $35. This makes the fee for the six months 17 per cent, and the true annual interest rate 34 percent.

On the second type of credit, the regular installment plan, the charge quoted was "10 percent." This was a direct misstatement. Further questioning revealed that the "10 percent" is levied on the original amount of the debt. This makes the true interest rate approximately 20 percent.

This charge of "10 percent" of the whole amount of the debt currently is widely used by many retailers including the large mail-order houses. So when you buy this way, realize that you usually pay a true rate of 20 percent.

The danger both to your family and the national economy in the latest credit spree, is the erosion of your buying power by large debts at high rates of interest. By the end of 1962, total consumer debt, not including mortgages, was over $63 billion compared to less than $26 billion a decade ago. Thus the present consumer debt is running close to 15 percent of personal income, compared to 9 percent in 1952.

Since about half the families usually have no installment debts, this means that the families who do usually buy on time, owe on the average well over the 20 percent of income usually considered the maximum safe personal debt limit.

A $5000 family that usually carries an installment debt load equal to 25 percent of its income, at a likely average true rate of 16 percent for all types of installment purchases, habitually pays out about $200 a year just in finance charges.

Because financing family time purchases is so lucrative for merchants and lenders, more and more of them are going into the installment-finance business. At least three small-loan companies now own their own chains of retail stores selling appliances and other goods on installments. These including Household Finance Corporation, which owns the Coast-to Coast stores; Beneficial Finance Company, which now owns Western Auto Stores, and All State Credit Corporation, which owns a number of furniture stores and also sells children's encyclopedias and food freezers door to door.

Now the savings and loan associations also want to get into the profitable installment-credit game. They are asking Congress for permission to do this type of financing and not be limited to just mortgages at the relatively low mortgage rates.

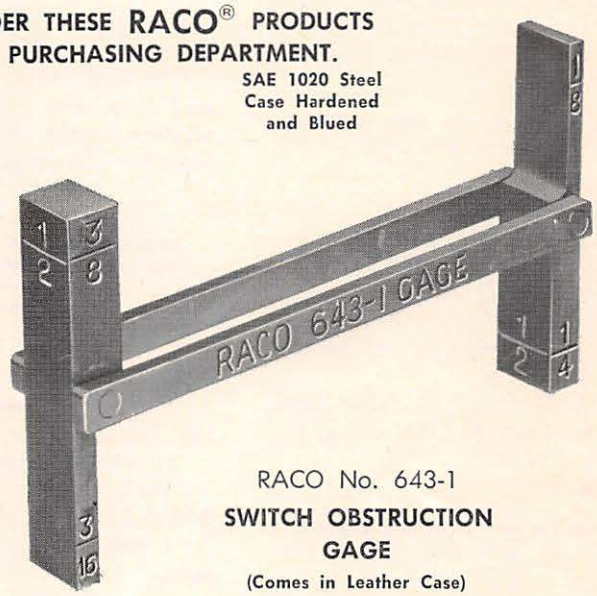
More retailers also have adopted the method used by auto and appliance dealers, of quoting only the monthly payments, not the cost of the credit or even the cost of the merchandise itself.

As just one of many examples, a large Washington, D.C., carpet chain reports in the trade press that its salesmen now are equipped with monthly payment charts. The salesmen "stress this cost rather than the square yardage and total cost." This way the salesman can step you up from carpeting at $10 a yard to that at $15 by showing there is only a "small difference" in monthly payments. "The customer forgets about the total cost", a store official confides.

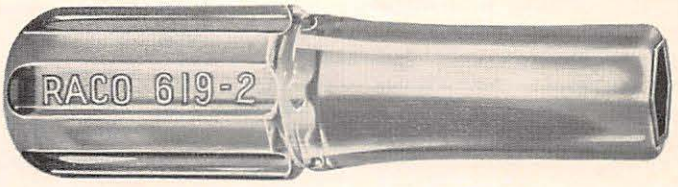
The tipoff to you is that when a store quotes the monthly payment instead of the cost of the merchandise and the separate finance charge, you are being maneuvered into paying higher prices and sizable credit fees.

KINDLY ORDER THESE RACO® PRODUCTS
THRU YOUR PURCHASING DEPARTMENT.

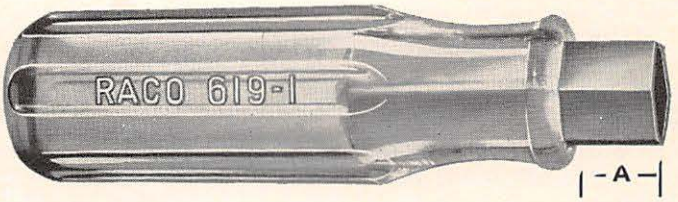
SAE 1020 Steel
Case Hardened
and Blued



RACO No. 643-1
SWITCH OBSTRUCTION
GAGE
(Comes in Leather Case)



619-2 RACO INSULATED SOCKET WRENCH



619-1 RACO INSULATED SOCKET WRENCH (A= ¾)
619-3 RACO INSULATED SOCKET WRENCH (A=2¾)
YOU MAY SPECIFY 619-3 WITH INSULATING SLEEVE OVER THE "A" SECTION.

RAILROAD ACCESSORIES CORP.
Main Office and Plant
5 TENAKILL PARK
CRESSKILL, N.J.

GEARED TO PROGRESS
MEMBER

SHANTY BANTER

DAZZLE 'EM WITH DOLLARS

If a girl really likes a man, money doesn't make any difference — unless, of course, he doesn't have any.

When everything else fails, read the instructions.

SOCIAL SHOPPING

The shoe clerk opened up one box after another until only one was left on the shelf. Then the customer remarked, "I don't really want to buy today. I was looking for a friend."

"Well, Madam," said the clerk, "I'll take down the last one if you think he's in it."

A penny for most people's thoughts is a fair price.

NO RAISE—PLEASE

A little man walked into an income tax office, sat down and smiled at everyone.

"Can we help you with anything?" asked the clerk.

"No, thank you," replied the little man, "I just wanted to see some of the people I'm working for."

A man never gets so confused in his thinking that he can't see the other fellow's duty.

A WORD TO THE WISE

A lot of fellows who complain about their boss being stupid would be out of a job if the boss was any smarter.

Playing cards can be expensive—but so is any game where you hold a hand.

CHIP OFF THE OLD BLOCK

Little Timmy was in one of his disobedient moods. In answer to his mother's request that he behave himself, he said: "If you give me a nickel I'll be good."

"Why, Timmy, you shouldn't be good for a nickel. You should be good for nothing—like your father."

EDUCATIONAL

"Isn't this toy too complicated for a small child?" the mother asked the clerk.

"Madam, this educational toy will help your child adjust to our modern world. Anyway he puts it together is wrong."

People cannot be judged by what other people say about them, but they can be judged by what they say about others.

THRIFTY LOGIC

"I got this hat free," she told her husband proudly.

"How?" he asked.

"Well, the hat was reduced from $30 to $15. That meant I saved $15. So I paid for it with the money I saved."

Approach all curves with caution on the highway. Off, too.

SUNDAY GARDENER ADVICE

The easiest way to tell the difference between young plants and weeds is to pull up everything. If they come up again, they're weeds.

IS THIS TIMELY?

Auntie: "What will you do, little darling when you grow up to be a great big girl?"

Child: "Reduce."

OBLIGING

Mom suddenly had the urge to live in the past. She complainned to her husband: "You used to kiss me," so he leaned over and kissed her on the cheek. "You used to hold my hand," she said, so he reached out and held her hand. "You used to bite me on the neck," added Mom, and Pop started to walk out of the room. "Where are you going?" asked Mom, and Pop replied: "To get my teeth."

TALL TEXAS TALE

The two Texas oilmen walked into an automobile showroom and one of them asked a salesman: "How much is that fancy deluxe model over there?"

"Twelve thousand dollars," the salesman replied.

"I'll take it," said the Texan, and he began to take out twelve thousand dollar bills from his wallet.

"Oh, no you don't," said his friend. "You bought the lunch."

One thing the compact car does is bring the family closer together.

HIT-AND-PUN VICTIM

Police officer to a pedestrian struck by a hit-and-run driver: "Did you get his license number?"

Victim: "No, but I'd recognize his laugh anywhere!"

The big difference between death and taxes is that you only have to die once for your country.

ILL WINDS OF MARCH

"I can see you're no gentleman," scolded the shapely young lady standing on the windy street corner.

"No," replied the sight-seer, "and I can see that you aren't either."

When a man begins to think seriously of saving for a rainy day, it's probably a rainy day.

'TWAS THE DAY BEFORE

Husband, the day before payday: "Burglars broke into my house last night."

Pal: "What happened?"

Husband: "They searched through every room and then left a $5 bill on my bureau."

Let not the mistakes of yesterday nor the fear of tomorrow spoil today.

DUSTY STORY

And then there's the story about the two janitors: They swept together as broom mates; in fact, they were dust inseparable.

Character is made by what you stand for; reputation, by what you fall for.

ONE MORE STATISTIC

Another reason for unhappy marriages is that men can't fool their wives like they could their mothers.

Two Cents a Week Adds Up to Better Government

Two cents a week isn't a lot of money. But it adds up to one dollar a year, if you take two weeks off for vacation. In turn, that one dollar a year, if it's a dollar you give to COPE, adds up to better government and better laws for all our people.

It's a small investment, two cents a week, that pays big dividends. With it, you can get the best insurance available to safeguard gains made at the bargaining table. That insurance is a good Congress, one made up of men and women who are concerned for the welfare and security of working people.

COPE, in its annual dollar drive which is on now, is asking only a dollar from every union member. These voluntary dollars help elect good candidates.

Why Give a Buck?

Why should you and other union members contribute your buck to COPE?

Well, the improved work conditions, wages and security which union members have won through collective bargaining are substantial gains which are worth protecting. But many of them can be wiped out through passage of bad legislation.

It's a simple and obvious fact that when Congress is under the control of bad legislators, reactionaries who want to turn back the clock, restrictive legislation results.

Your COPE Dollar is aimed at the defeat of bad legislators, the election of good ones. It's that basic.

It's a matter of record that most anti-union candidates for political office have plenty of campaign funds to spend. They are generously supported by business and industrial interests hostile to trade unions. Corporation executives can give thousands of dollars to anti-union candidates, and many of them do.

Workers Contributions Add Up to "Insurance"

Working people just don't have that kind of money. But there are millions of union members, and if each one gives a dollar to COPE —just two cents a week—that evens up the odds.

Just one dollar a year for COPE, the price of four packs of cigarettes. That's all COPE asks.

Every union member can afford such low-cost insurance for the gains he's made through collective bargaining. No union member can afford to be without such insurance.

You might ask yourself, "Why does COPE collect money from trade unionists in 'off-years'—when there will be no national or Congressional elections?"

The answer to that is very simple. It is this:

It will be necessary to build up a backlog of funds for use early in 1964 for Congressional races in that year.

Many important elections will be held next year in the South. Now, nearly all political contests in the South are decided not by general elections in November, but by Democratic Party primary elections held anywhere from late winter and early spring through the summer. Whoever wins the Democratic nomination in the primary is, with extremely few exceptions, assured of election.

That is why it is doubly necessary that COPE be prepared well ahead of the '64 campaign itself. Many good, forward-looking candidates in Dixie will have to know before this year is out whether they will be financially able to make a try for the Senate or House of Representatives.

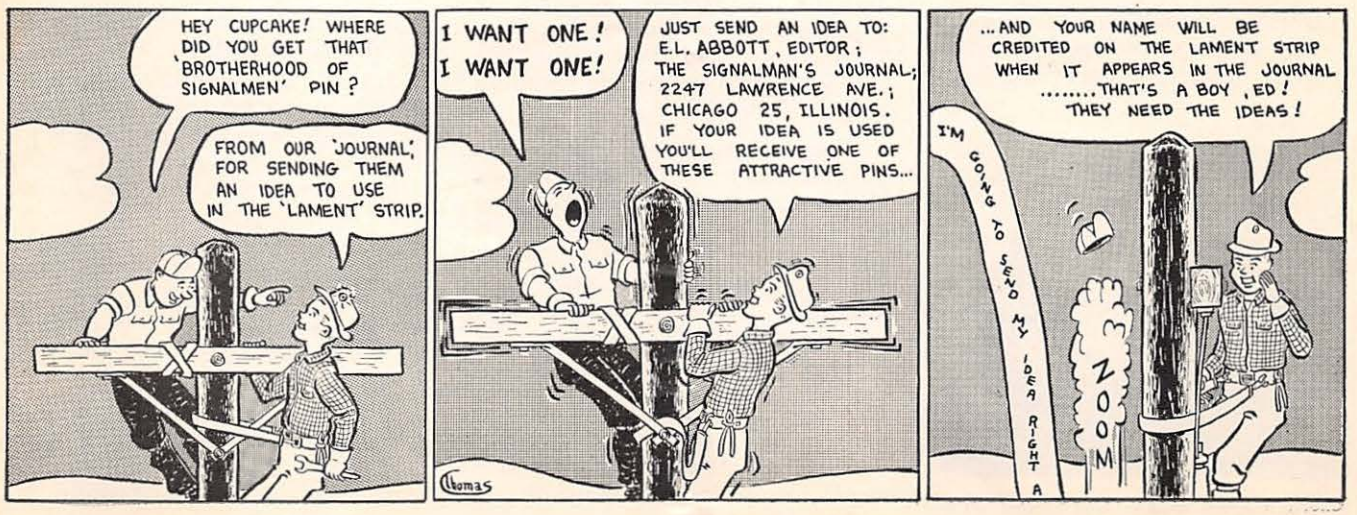
And there is only one place where liberals can look for help: Trade union members and their families and friends.

Who Won't Help

The oil companies won't help a liberal, but the oil worker can. The department store owner won't help, but the retail clerk can. The building contractor won't, but the plasterer can. The dress manufacturer won't, but the clothing worker can. The steel maker won't, but the steel worker can.

So, if you haven't seen your local COPE collector, do so today.

SIGNALMAN'S LAMENT **BY THOMAS**


HEY CUPCAKE! WHERE DID YOU GET THAT 'BROTHERHOOD OF SIGNALMEN' PIN?
FROM OUR 'JOURNAL', FOR SENDING THEM AN IDEA TO USE IN THE 'LAMENT' STRIP.
I WANT ONE! I WANT ONE!
JUST SEND AN IDEA TO: E.L. ABBOTT, EDITOR; THE SIGNALMAN'S JOURNAL; 2247 LAWRENCE AVE.; CHICAGO 25, ILLINOIS. IF YOUR IDEA IS USED YOU'LL RECEIVE ONE OF THESE ATTRACTIVE PINS...
...AND YOUR NAME WILL BE CREDITED ON THE LAMENT STRIP WHEN IT APPEARS IN THE JOURNAL .....THAT'S A BOY, ED! THEY NEED THE IDEAS!
I'M GOING TO SEND MY IDEA RIGHT A
ZOOM
Thomas

WITH "FISHING FUN" JUST beyond the horizon, we're hoping this column will activate your piscatorial fever.

Recently, the sum of $60,000 was paid by Mr. Harold Bridges of Westmoreland, England for exclusive fishing right to 2,200 yards along the east bank of the River Lune near Kirby Lansdale. This is reportedly the highest sum ever paid for the privilege of fishing for salmon and sea-trout—seventy five cents per inch!

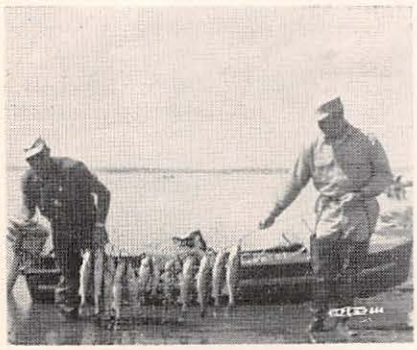
American anglers can be thankful there is still an abundance of water open to the general public for fishing.

Wilbur L. Church of Ogalla, Nebraska—a member of Local 8, Rock Springs—and his brother, dearly love and appreciate angling and the many fringe benefits it has to offer.

One of the favorite lake-fishing spots for the Church brothers is Lake McCanaughly, just a few miles north of Ogalla. A prime target for their piscatorial prowess is the walleyed pike. On a trip to the lake recently they scored on the walleye, each taking his limit.

Brother Church sends in the following photo of the catch, a heavy stringer of walleyes, weighing from three to six pounds each—all taken in only one hour of fishing. The only fee required for the great fishing at McCanaughly was the regular license fee.

Be a pal, Wilbur, and tell us what you took them on.



Church brothers score at Lake McCanaughley.

Brother Powell enjoys fishing in Florida.

James H. Powell, of Clinton, Indiana, a retired member of Local 61, reports that he has plenty of time these days to indulge in one of his favorite outdoor pastimes—fishing.

The last time we heard from Brother Powell he was taking things easy in Florida and doing right well on the sheephead, reputed to be a very wary finster and hard to catch. He says, inch-for-inch, pound-for-pound, they are as gamy as any fish that swims.

The photo shown above was taken just after a recent catch.

What fishermen's bait leads the rest in fish-getting popularity? It is used more frequently than all other baits, lures or other gimmicks, combined.

I doubt if the subject of which I speak would consider this a worthwhile achievement—considering the matter from its own personal viewpoint.

A growing reputation as a top fish-morsel is making its chances for living to a ripe old age very slim.

This critter asks nothing more out of life than to burrow in the cool earth during the day. It comes out of its hideaway at night to forage in the moist grass.

This remarkable creature has no eyes, yet its skin is so senstive it can distinguish between light and darkness.

Completely deaf, it is; nevertheless, acutely aware of any vibrations. Fish, fresh and saltchuck denizens the world over, are lured to their death by it.

You got it? It's the worm!

The International Spin Fishing Association at Downey, California recently announced a new world record holder for rainbow trout in the six-pound-test line class.

Jim Parson lands 29 pound 8 ounce rainbow.

It's a 29 pound, eight-ounce Kamloops variety of rainbow taken from Idaho's famous Lake Pend Oreille by fellow outdoor scribe Jim Parsons of Sandpoint, Idaho. Nice going, Jim.

Actually Jim landed the lunker on 4½-pound test Velux line but being a half-pound over four-pound test, his catch automatically went into the six-pound test division.

Another world record from Pend Oreille in the spin fishing division was a 17½ pound Dolly Varden caught by Mrs. Yvonne H.

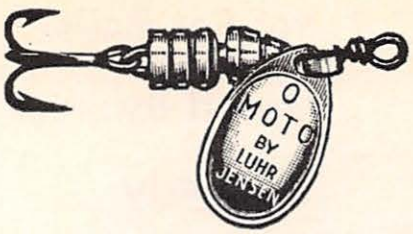
Donaldson of Spokane, Washington.

Another notable Dolly Varden catch was made by Leonard S. Gray, Essex, Montana, signal maintainer for the central district, Great Northern R. R., a member of Local 154. Leonard took a 12 pounder from the middle fork of the Flathead River in Glacier Park. At the time he was working out of Belton.

Brother Gray had two outfits with him, fly and casting rigs. When it appeared that the fish were not interested in his fly offerings, he switched to the casting rig and tied on a daredevil spoon.

Two casts produced two passes from a big Dolly and the third cast was the charm. Leonard said that the Dolly, otherwise known as "butt trout," hit the lure like a heavy freight and added that "it looked like an alligator had opened its mouth to take the lure." It took 20 minutes to beach the lunker.

Here's a chance for all members of our Brotherhood—including retirees—and their families, to earn a pair of illustrated METRIC fishing lures.



The Metric by Luhr Jensen

All that's required is a snapshot of a fishing or hunting scene—and a few words describing the events shown in the photo.

Send it to: Fred Goetz, Dept. SJM, Box 6684, Portland 66, Oregon.

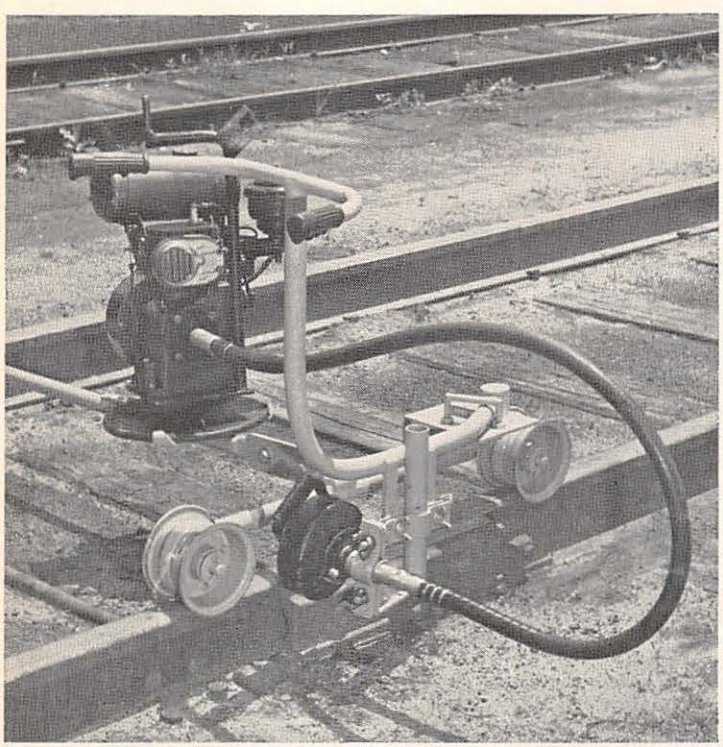
Product Manager At National Carbon Dies

Robert L. Westlake, product manager for electrical products in the marketing organization of National Carbon company, division of Union Carbide Corporation, died suddenly February 15 at the age of 49.

Mr. Westlake was born September 3, 1914, at Scranton, Pennsylvania, and received a bachelor of science degree from Lehigh University in 1938. He served as a Lieutenant in the U. S. Navy during World War II, and joined National Carbon in 1947.

Following industrial sales assignments in Roanoke and Baton Rouge, Mr. Westlake served with the electrode technical service group in New York from 1952 until 1956, when he was named central division manager of carbon product sales in Chicago. Since September, 1961, he had been product manager of electrical products, a marketing group that includes fractional horsepower, industrial and railroad brushes, signal cells and switchlamp batteries, and spectroscopic products.

THE TPC RAILBOND GRINDER



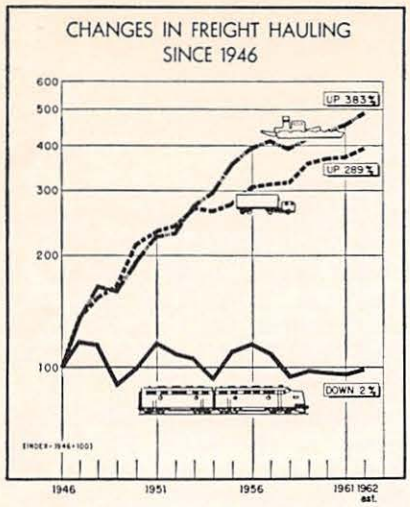
The Railbond Grinder is designed to prepare the rail joint for a perfectly welded bond. This grinder can also be used for overflow grinding. The safe, easy to operate handle bar control assures even pressure on the grinding wheel giving a perfectly ground surface.

MODEL 300 AY

Shown here is the lip grinding attachment that is supplied with the Model 300AY Railroad Grinder. This attachment, holding the grinding wheel in an upright position, grinds the lipped rail smoothly and evenly at the rail joint.

TRANSPORT PRODUCTS CORPORATION

3008 MAGAZINE ST. LOUISVILLE 11, KENTUCKY



Radical changes in carrier standings have occurred in the expanding postwar freight market. By 1962, freight volume moving over rivers and canals had increased nearly four times over the 1946 level. Intercity truck traffic increased nearly three times. Meanwhile, freight ton-miles handled by railroad moved sideways on a sinking plateau.

Relief For Rails Urged By Kennedy

PRESIDENT KENNEDY'S APpeal to Congress for prompt adoption of a transportation policy to provide all carriers more equal competitive opportunity underscores a growing Washington concern over present federal laws and regulations which, the President says, "have failed to keep pace with advancing technology."

In letters sent recently to Vice President Johnson and House Speaker McCormack, the Chief Executive warned that unless action is taken to establish a transportation policy consistent with a growing and changing economy, "we face serious problems of dislocation and deterioration in both the transportation industry and the economic life of the nation which it affects."

The President called for "maximum reliance on the forces of competition consistent with a continuing need for protection against destructive competition between forms of transportation or between competing carriers." Draft bills to achieve his objectives were sent to Congress with his special letter.

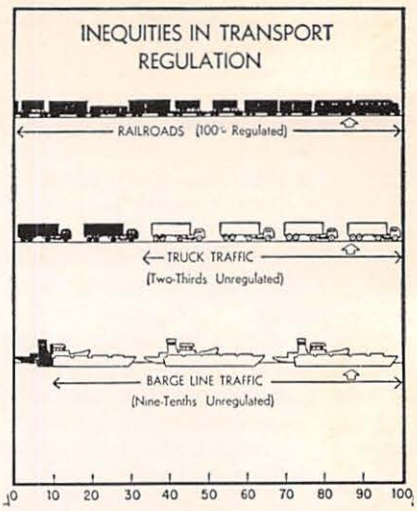
A key objective of the President's proposals is removal of federal controls over the minimum level of freight rates for shipments of agricultural and bulk commodities. Simply stated, the bills would remove some of the regulatory restrictions and interpretations which, in effect, often hold up rail rates as an "umbrella" over those of competing modes. The legislation would permit lower charges to shippers by allowing railroads to pass on the full benefits of improving efficiency.

The bills would put the completely regulated railroads on a more equal footing in competing with highway and waterway carriers, the great bulk of whose traffic is free of all rate regulation. At present, two-thirds of truck traffic and an estimated nine-tenths of barge tonnage is completely unregulated.

Thriving behind the shield erected by outdated rate regulation, competing carriers have experienced sharp traffic growth, the Association of American Railroads notes. Freight volume moving over rivers and canals has risen in the postwar period nearly four times and intercity truck traffic nearly three times. The railroads' share of intercity freight movements meanwhile slumped from 67 percent in 1946 to less than 45 percent at present.

The proposed legislation would amend the Interstate Commerce Act by:

- Extending to all carriers an exemption from approval or prescription of minimum rates on the hauling of bulk commodities that may now move by water free of regulation.
- Extending to all carriers an exemption from approval or prescription of minimum rates on transportation of agricultural and fishery products that may now move by motor carriers and freight forwarders free of regulation.



A graphic glimpse at the regulatory policy inequities behind American transportation troubles is provided by this chart. While the prices of all railroad commercial freight movements are tightly regulated by government authorities, two-thirds of truck traffic and nine-tenths of inland waterway tonnage are completely unregulated.

The A.A.R. pointed out that these amendments would extend to railroads some, but not all, of the competitive freedom now enjoyed by barge and motor carriers.

By lifting some of the regulatory drags under which rail carriers now are required to operate, railroads would be better able to utilize new-found technological efficiencies and offer a better kind of transportation service which the public wants and is entitled to receive, the Association stated.

Mass Transit Bill Must Provide Greater Employe Protection to Win Labor Support

Chairman G. E. Leighty of the Railway Labor Executives' Association testifying on behalf of the 24 Standard Railway Labor Organizations today told Committees of both the Senate and the House, that unless employe protective provisions are strengthened railway labor could not support the Administration's Mass Transit bills.

He emphasized that the employe protective conditions the rail unions are seeking were only those long established in the railroad industry in connection with the displacement of workers resulting from legislative action by the Congress.

In almost identical words he explained to the Senate Subcommittee on Housing and to the House Banking and Currency Committee that the protective provisions offered as an Administration amendment by Secretary of Labor W. Willard Wirtz did not go far enough to preserve the rights of the workers who would be affected. He particularly stressed labor's feeling that if federal funds were used to create conditions leading to technological unemployment, the government should make certain that those displaced by automation received full protection.

Leighty advised both Committees that the RLEA would discuss with the AFL-CIO and the Amalgamated Association of Street, Electric Railway and Motor Coach Employes recommendations for strengthening the language in the amendment submitted by Secretary Wirtz to provide full employe protection. He hoped such revisions would be acceptable to both committees.

Testifying before both Committees, in addition to Mr. Leighty, were Andrew J. Biemiller, AFL-CIO Director of Legislation and Bernard Cushman, Amalgamated General Counsel who took the same position on the need for greater employe protection before the bill would have their support. The mass transportation bills under consideration are S.6, S.917, H.R.381 and H.R.649.

NRAB Award

Hudson & Manhattan Violates Agreement

Assistant Filling Repairman Vacancy Must Be Paid Higher Rate

IN AWARD NO. 11173, THE National Railroad Adjustment Board, Third Division, upheld our Brotherhood's claim that on August 30, 1956 and again on September 11, 1956 the Hudson & Manhattan Railroad violated the Signalman's Agreement in effect on that Carrier.

Assistant Signal Repairman M. T. Mondano was assigned and permitted to perform signal repairman's duties under the direction of a leading signal tester and was not properly compensated at the signal repairman's rate of pay.

It was the claim of the general committee of our Brotherhood on the H & M that the carrier pay Assistant Mondano the difference in the rate of pay he received and that of signal repairman for the two days worked in that capacity. The Board found that the carrier violated the agreement and sustained the claim.

Opinion of The Board

On August 30, 1956, and September 11, 1956, the signal foreman was off duty. A leading signal tester was assigned by the carrier to fill the signal foreman's position and the signal repairman was assigned to fill the position of the leading signal tester. Claimant, an assistant repairman, remained at work under the direction of the leading signal tester. The claim is for the difference in pay between the rate of assistant signal repairman and that of signal repairman for August 30 and September 11, 1956.

Employes contend that the Carrier violated Rules 6 and 19 of the Agreement. Rule 6 provides:

"Assistant Signal Repairman: an employe who is training for the position of Signal Repairman and working with and under the direction of Signal Repairmen shall be classified as an Assistant Signal Repairman."

Rule 19 says:

"An employe required to fill the vacancy of another employe receiving a higher rate of pay, shall receive the higher rate while so substituting; but if required temporarily to fill the vacancy of an employe receiving a lower rate, his regular rate will maintain."

The mere fact that Claimant worked under the primary supervision of a Leading Signal Tester, does not per se entitle Claimant to the higher rate of pay. A Leading Signal Tester also has the right to supervise employes of lower rank, including Assistant Signal Repairmen. Several classifications of employes have supervisory authority. Signal Foremen, Leading Signal Testers and Leading Signal Repaimen supervise and direct the work force. Rule 2 provides as follows:

"Leading Signal Tester: An employe who is regularly assigned to supervise, make tests and perform work in connection with inspection, testing and repairing of signal apparatus and appliances shall be classified as a Leading Signal Tester."

The claim cannot be determined solely on the basis of primary supervision. It needs to be resolved on the basis of the work involved and the kind of supervision which the particular work requires, if any.

It is true that Claimant was an apprentice learning the work of the Signal Repairman. This is specifically confirmed in Rule 48 of the Agreement which provides for progressive rate increases for this position every six months in a period of four years. During these four years an Assistant Signal Repairman is learning the trade and working under supervision of a Signal Repairman. His skill and ability improves during this time. He progressively performs more and more of Signal Repairman's work with less and less supervision. He is at all times performing some of the Signal Repairman's work. The extent and amount depends on his tenure in the position and whether his work is being supervised by the employe directly designated in the Agreement.

There is no denial that neither on August 30 nor on September 11, 1956 was there a Signal Repairman on duty. While the Carrier, unquestionably, had the right to blank out that position for two days, there is also every reasonable assumption that the Assistant Signal Repairman remained on duty to do all of the signal repair work required on those days. Whether he did the work expertly and efficiently is immaterial. The Carrier saw fit not to assign a Signal Repairman to supervise his work as provided in Rule 6. The Supervision of the Leading Signal Tester is of a different nature. The latter had his own responsibilities and while he had authority to generally supervise the Claimant, he was not responsible for the signal repair work in the same manner as a Signal Repairman would have been had he worked those days with the Claimant.

It is precisely because the Scope Rule does not minutely define or set out work descriptions that we are obliged to find that Claimant did perform Signal Repairman's work on the mentioned dates. Rule 6 is sufficiently clear that an assistant Signal Repairman works under the direction of a Signal Repairman. When he does not work under such direction he is performing Signal Repairman's work and is entitled to be paid the rate for that position. This is not inconsistent with our findings in Awards 10012 (Weston) and 10188 (Larkin) cited by the Carrier. The positions involved in those Awards did not require that kind of supervision nor were they apprentice positions as they are here.

In Award 3956 (Carter) we held that:

" . . . an assistant signalman or assistant signal maintainer must be working under the direction of a signalman or signal maintainer to be classified as an assistant. If, while working alone, he performs the work of a signalman or signal maintainer, he is entitled to pay of those positions."

This principle was confirmed in Award 6263 (Wenke).

COUGH TOO MUCH?
SHORT OF BREATH?
BREATH?
BREATH?

You may have a Respiratory Disease. Don't take chances. See your doctor, says your local Christmas Seal organization.

Remote Control Equipment Delivered For Unmanned Switcher

Union Switch & Signal Division of Westinghouse Air Brake Company, has delivered portable remote control apparatus to Cargill, Inc. for remotely operating an unmanned, 32-ton switcher locomotive at their grain handling facility at Port Allen, La., across the Mississippi River from Baton Rouge, where grain is transferred from box cars to ocean going vessels.

From a portable control unit, weighing about five pounds, the operator controls all normal functions of the locomotive which is used to haul loaded grain cars from a storage yard to a rocker-type grain car dumper, and return the empty cars to empty car storage tracks.

To provide added flexibility, a plug connector is installed at each end of the locomotive and one in the cab. This permits the operator to disconnect his portable unit from the dumper control position and plug it into any one of the three locations on the locomotive, and operate the locomotive from either footboard or cab without resorting to manual operation. It also permits him to ride the locomotive wherever there is track.

When the locomotive again delivers cars to the dumper, the operator disconnects his portable unit, dismounts and plugs it into the dumper control position.

General Signal Names Washington Representative

The appointment of William F. Woodbury as Washington corporate representative was announced recently by P. W. Smith, president, General Signal Corporation.

Woodbury

Mr. Woodbury, who will maintain offices at 613 Fifteenth Street, N. W., will be responsible for sales in Washington of the products manufactured by the corporation's several units, as well as for system proposals to the various government agencies.

"The continuing expansion of our company, as reflected in our recent name change, requires full-time representation in the nation's capitol," Mr. Smith said. "We now have engineering capabilities and nearly 1,500,000 square feet of modern industrial capacity which can be put to good use in our nation's defense and space efforts. Mr. Woodbury will be responsible for drawing these facilities to the attention of the proper government agencies."

ICC Asks For More Money

The Interstate Commerce Commission is seeking a net increase of $1.9 million in its budget for fiscal year 1964 over the agency's current budget of slightly more than $23.5 million.

The funds sought by the ICC were contained in President Kennedy's proposed budget to Congress and again included a request by the ICC to set up an economic counsel office in the agency to participate "in the public interest" in selected cases. The new office would have eight staff members and supporting research personnel. A similar request last failed to win congressional approval. Such a separate staff would prove beneficial in the railroad merger cases before the ICC, according to Senator Kefauver. He commended the ICC for its desire to expand the role of its lawyers and economists in rail merger cases but regretted that "it was not done earlier. It should have been done before the C&O-B&O cases was decided. Even though late in coming," Kefauver said, "the development of such a 'public interest' staff will be helpful in consideration of other cases now pending and in the presentation of additional issues which may have to be decided in the C&O-B&O case."

Of the 73 additional persons provided in the ICC's budget, five would assist in the handling of merger cases and provide clerical and stenographical assistance to hearing examiners.

Of the $25,450,000 provided in the budget, the ICC has earmarked $1,918,000 for railroad safety activities and $1,276,00 for locomotive inspection activities.

In all, President Kennedy's budget contains estimates of slightly more than $6.2 billion for the federal agencies concerned with transportation regulation, promotion and safety.

GRS Names New Transportation Manager

Appointment of Forrest A. Blood as traffic manager of General Railway Signal Company, a unit of General Signal Corporation, has been announced by John W. Porter, executive vice president.

Blood

Blood joined GRS in 1935, working out of the company's New York City office. In 1952, he was transferred to the company's main office in Rochester, where he assisted the vice president in charge of sales.

A native of New York City, he was educated in New York secondary schools. He is a graduate of New York Mechanics Institute and the Rochester Institute of Technology.

He is a member of Rochester Transportation Club, the Chamber of Commerce, and the Transportation Committee of the Rochester Chamber of Commerce.

US&S Appoints Colcombe Manager of Transportation Marketing

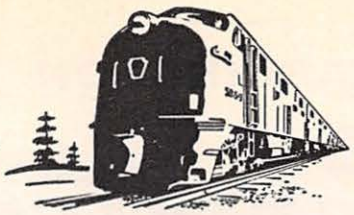
Union Switch & Signal Division of Westinghouse Air Brake Company has announced the appointment of Mr. S. J. Colcombe as Manager — Transportation Marketing.

Colcombe

A native of Pittsburgh, Mr. Colcombe was graduated from Westinghouse High School in 1942. Over the next eight years he supplemented his education with extensive schooling in training-within-industry programs and correspondence schools.

In December, 1942, Mr. Colcombe entered the U. S. Army Air Force. In March, 1946, he accepted employment with Union Switch & Signal in the Engineering Department. In 1949, he was made Project Engineer, and in 1954 advanced to Lead Project Engineer.

Railroad NEWS IN BRIEF



MATERIAL FOR A SOUTHern Pacific line relocation project has been ordered from Union Switch & Signal, Division of Westinghouse Air Brake Company by the International Boundary and Water Commission, U. S. Section.

The automatic signaling equipment is to be installed at a line relocation project on twelve miles of line near Del Rio, Texas. The manufacturer claimed that this line relocation is necessary as a result of the construction of the Amistad Dam across the Rio Grande near Del Rio.

THE CHICAGO & NORTHwestern Railway has been ordered by the Interstate Commerce Commission to continue operating its "400" trains between Chicago and Minneapolis and between Chicago and Mankato, Minnesota pending hearings before the ICC.

THE CHESAPEAKE & OHIO —Baltimore & Ohio unification recently authorized by The Interstate Commerce Commission was challenged in the courts by the Justice Department. A final decision on the action could take several months and the ruling could be taken to the Supreme Court. The Justice Department took n position on the merits of C&O control of B&O.

THE CHICAGO, ROCK ISland and Pacific Railroad Company recently authorized the purchase of $3 million in new equipment, according to R. Ellis Johnson, president of the road. Included in the purchase are 12 road diesels and 50 85-foot flat cars.

THE KELLOGG COMPANY of Battle Creek, Michigan recently announced that it has purchased the first industrial installation of a new railroad freight car weighing system capable of determining car weights while an entire train is pulled across a track scale at up to 7 m.p.h.

THE LONG ISLAND RAILroad Company has placed an order with Union Switch & Signal Division of Westinghouse Air Brake Company for a Traffic Control Center and field signaling equipment to consolidate control of the Port Jefferson and Divide Area interlockings. Consolidation of control will be from the Traffic Control Center to be installed at Hicksville, Long Island, N. Y.

THE BELT RAILWAY COMpany of Chicago has placed an order with Union Switch & Signal Division of Westinghouse Air Brake Company for Model 32 car retarder conversion materials to convert two existing 36-cylinder master retarders at Clearing Yard, Chicago, to Model 32's.

THE SOUTHERN RAILroad received the first of an unusual line of pressure tank rail cars recently. It was explained by the manufacturer that the car uses air pressure and flexible hose to unload its 3200 cubic foot load in one hour.

"Why should I sign your scabby 'Right-to-work' petition? According to my lay-off notice, I don't rate any right to work!"

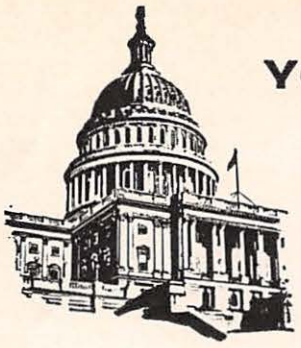
THE MISSOURI PACIFIC Railroad has installed an all-transistorized, solid state, control system for the remote operation of signals and switches which direct train movements at North Little Rock, Arkansas. The new system, the Mo. Pac. announced, utilizing printed circuits and miniaturized electronic components, eliminated many moving parts. The Mo. Pac. added that the equipment can be integrated into existing remote traffic control installations in the area.

THE CANADIAN NAtional Railways has placed an order with the Uniswitch Corporation of Pittsburgh, Pa., a subsidiary of Westinghouse Air Brake Company, for CTC materials for installation on approximately 25 miles on the Bala Subdivision between Cherry Street interlocking and Richmond Hill, Ontario. Control of this system will be integrated into the signaling on the access lines for the new Toronto Yard, the manufacturer explained.

An additional order was placed for CTC material for installation on approximately 75 miles of track between Washago and Quaker, and on the Newmarket subdivision between Washago and Gravenhurst, in Ontario. Control of this territory will be from two additional modules to be added to an existing TCC at Capreol.

THE ILLINOIS POWER Company has placed an order with Union Switch & Signal Division of Westinghouse Air Brake Company for one set of inductive Carrier Equipment which will be employed to remotely control a diesel electric switching locomotive at its Wood River, Illinois Power Station. The wayside transmitting equipment will be controlled from a lightweight portable control unit carried by the operator. The order also includes equipment to control a track switch by direct wire.

THE GULF, MOBILE & OHIO Railroad and the Canadian National Railways have installed Servosafe hotbox detectives it was announced recently by the manufacturer. The new installations, the manufacturer claimed, raises to thirty the number of class 1 railroads using these detectors.



YOUR WASHINGTON Reporter

By ALBERT H. JENKINS

CONGRESS IS CONSIDERING a bill which would offer new hope to some of the 700,000 teenage boys who are out of school, can't find jobs, and are a main cause of the growing problem of juvenile delinquency. It's President Kennedy's Youth Employment Opportunities bill, and it contains two parts.

One would create a Youth Conservation Corps, patterned after the Civilian Conservation Corps of the 1930's depression years.

They put hundreds of thousands of unemployed young men at useful work in national forests, parks and on other public lands. They planted trees, built roads and bridges, cut trails and in many other ways served the cause of natural resource conservation and provided facilities for outdoor recreation. The beneficial results of their work can still be observed in numerous places.

The YCC proposed by Kennedy would start on a small scale, grow to 60,000 in three years, and could be further enlarged if it proves as successful as its supporters predict. The YCC boys would be paid $60 a month and receive education and vocational training to give them a new start in life after they left the forest camps.

The second part of the bill would establish a Home Town Youth Corps which would enroll both boys and girls for work in local nonprofit agencies—such as hospitals, school and slum centers serving the poor. They would do needed jobs which can't be done now for lack of "hands" and money to do it.

Kennedy also proposed a bill to provide jobs by creating a National Service Corps, composed of men and women of all ages. They would help local agencies provide what Kennedy called "urgently needed services in mental health centers and hospitals, on Indian reservations, to the families of migrant workers and social institutions of slums and rural poverty areas."

Because of its similarity to the Peace Corps in which Americans are helping the people of many foreign countries, the proposed National Service Corps is being called the "Domestic Peace Corps." It is being denounced by some of the same senators and congressmen who are loud in their praise of the popular and successful foreign Peace Corps. They say it's all right for some Americans to help poor people abroad, but it would be "socialism" for other Americans to help poor people here at home.

* * *

Largely because of the dire depression, the Communist Party in this country was strong in the 1930s and for some time after that. There was real need for a congressional investigation of its activities. However, the probers frequently went far afield.

Washington oldtimers recall how the well-justified anti-communist cry was used to create a House Un-American Activities Committee headed by Congressman Martin Dies, Texas demagogue, and dominated by reactionaries. Instead of going after communists, the committee set out to discredit the "New Dealers," including President Roosevelt himself, and to hang the "communist sympathizer" label on progressive members of Congress. What the committee did along that line, under headline-hunting Dies, is too long a story to tell here.

Since then, the committee has had a checkered career, with both bright and dark spots, and has built itself into an institution which few House members dare to challenge for fear of being publicly branded "red" or at least "pink."

Therefore, it took courage for 20 liberal Democratic congressmen to vote recently against giving the HUAC committee the largest appropriation in its history. Actually, they voted that way not because they were against investigation of communist subversion, but as a protest against the House Rules Committee's refusal to permit floor debate on a resolution they and some other congressmen had sponsored.

That resolution would have changed HUAC from a separate committee to a subcommittee of the House Judiciary Committee, just as the Senate Internal Security Committee, which has a similar job, is a subcommittee of the Senate Judiciary Committee.

Congressman James Roosevelt (Dem., Calif.), a son of the late "FDR," led off in the debate on the proposed $360,000 appropriation for HUAC. In part, he said:

"I do not consider the appropriation the real issue, but I must use this occasion to make my position clear. I cherish our democracy, I believe with Supreme Court Justice Hugo Black that 'no nation can continue to exist on a foundation of democracy unless its citizens are wholly free to speak out fearlessly for or against their officials and their laws.'

"This fundamental concept of democracy," Roosevelt said, "is enshrined in the first amendment to the constitution, which declares: 'Congress shall make no law . . . abridging freedom of speech, or of the press, or the right of the people peacefully to assemble, and to petition the Government for a redress of grievances.'

"I urge a transfer of the jurisdiction of HUAC to the Judiciary Committee," Roosevelt continued, "because HUAC for many years has made a mockery of the fundamental right of our people to 'be wholly free to speak out fearlessly.' The committee has done this by falsely correlating many legitimate causes —such as the quests for peace, civil rights and liberties—with communism and un-American activities.

"By using the authority of government to define what is American or un-American, the committee has suppressed the constitutional rights of many people who have diverse and anti-communist views. Many such people now are afraid to speak out on the great issues of the day, for fear they will be labeled 'communists' or 'dupes.' Many also fear that, by taking an unpopular stand, they will lose their jobs or be hauled before a congressional inquisition."

In conclusion, Roosevelt told the House: "I speak for those who, like myself, believe we can fight communism without discarding basic American rights. I do it to help our citizens again feel free to use their constitutional rights without fear."

His views were strongly disputed by defenders of the committee. Among the congressmen who supported Roosevelt's stand in the debate were Ryan (N.Y.), Multer (N.Y.), Gill (Hawaii), Kastenmeier (Wis.), Fraser (Minn.) and Ashley (Ohio). Others joined them in casting the 20 protest votes, knowing they were taking political risks in doing so. They were snowed under by the 385 votes for the enlarged HUAC appropriation. However, some of those who voted for the appropriation said they would have voted for the transfer to the Judiciary Committee if the Rules Committee had given them a chance to do so.

Paddock to Post With Law Dept., Association Of Western Railroads

James A. Paddock has been appointed special representative, Law Department, Association of Western Railways to succeed Frank E. Haas, it was announced by Clair M. Rodewig, president.

Paddock

Paddock is a former president of the Order of Railroad Conductors and Brakemen. In 1937 he was employed as a conductor and brakeman by Bingham and Garfield Railway of Garfield, Utah. While filling that position in 1948, he began his service with the conductor's organization. Since 1948, he has held various positions with the brotherhood including assistant to president, senior vice president, presidential adviser and president.

Paddock will devote his efforts exclusively to relations with railway labor organizations on matters concerning the general welfare of the industry where the interests of employes and management are the same.

Frank E. Haas, retired January 31 after almost 50 years of railroad service. Before joining the Association of Western Railways in 1945, Haas was with the Great Northern railroad. During World War II, he was on leave from the Great Northern and served as assistant director of labor relations, War Production Board.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed, regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago 4, Ill., has been designated to receive and compile this information.

Atlanta, Ga. Thomas J. Lewis and Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore 2, Md. Bernard M. Savage, 3100 Mathieson Bldg.
Tel. MUlberry 5-2713

Bergenfield, N.J.
Charles J. Tyne
104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham 3, Ala.
Rives, Peterson, Pettus & Conway, Seventeenth floor, Twenty-one Twenty-one Building.

Boston 8, Mass. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street.
Tel. LIberty 2-3270

Chicago 2, Ill. Henslee-Monek-Henslee, Room 1200, 205 W. Wacker.
Tel. STate 2-5925

Cleveland 14, Ohio. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver 2, Colo. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. Dan McGlynn, 120 N. Main Street.

Fort Worth, Tex.
Contact George L. Schmidt, at Houston 2, Texas.

Houston 2, Tex.
George L. Schmidt, 1307 American Investors Bldg.
Tel. CA 2-2268

Kansas City, Mo. Frank X. Mattes, 1014 Argyle Bldg.
306 E. 12th Street.
Tel. HArrison 1-5788

Los Angeles 13, Calif. Clifton Hildebrand, 408 So. Spring St., Suite 205.
Tel. MAdison 9-2214

Minneapolis 2, Minn. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York 17, N.Y. Thomas J. O'Neill, 369 Lexington Avenue.
Tel. MUrray Hill 5-6500

Oakland, Calif. Clifton Hildebrand, 1212 Broadway.
Tel. GLencourt 1-6732

Pittsburgh 19, Pa. Robert B. Ivory, 711 Frick Bldg.
Tel. GRant 1-4780

St. Louis, Mo. Frank X. Mattes 706 Chestnut St., Suite 302.
Tel. CHestnut 1-0705

Salt Lake City 1, Utah. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex., George L. Schmidt, 1821 National Bank of Commerce Bldg.

Seattle, Wash. John J. Kennett, Suite 2703, Smith Tower.
Tel. SEneca 4700

Sherman Oaks, Calif. John M. Ennis, Suite 27, Lydee Bldg., 15445 Ventura.

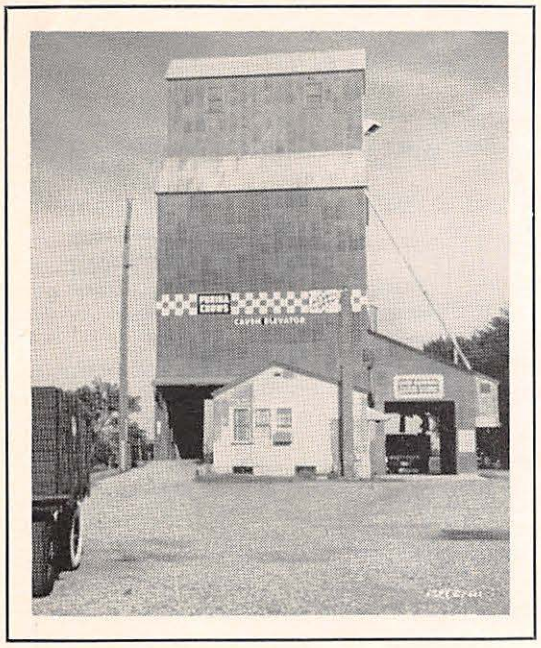
Syracuse, N.Y. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. W. W. Ramsey, First National Bank Bldg.
Tel. VIcksburg 63-6-5561

Wichita 2, Kans. John C. Frank, 610 Union National Bldg.
Tel. HObart 4-0346

Wichita, Kans. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

Taken from "Victims of Merger Fever" a special independent, on-the-spot report on the actual results of a recent railroad consolidation, undertaken for the Railway Labor Executives' Association by Merkle Press Inc., as reported by Roger Sheldon.



THE LANDLORD HIKES THE RENT

What's the Market Value of a Shipper's Lease, When the Railroad's Gone?

In its last annual report the Chicago and North Western Railroad stated that it has approximately 11,000 leases in effect for various uses of its property.

Historically, the leases entered into by the railroads with shippers along their rights-of-way were for modest considerations. Property beside the rails is used for railroad facilities or for public access to rail transportation.

The Minnesota Railroad and Warehouse Commission commented in a recent report that "permission to use a site on a spur, industry or main track of a railroad is to insure that the general public has access not only to the premises of the railroad . . . but that, through the lessee, the use of the railroad facilities is made available to the general public. Private use of railroad property does not lend itself to public use."

In brief, railroads should not be in the real estate business. Money received for the use of railroad land can justifiably be used for costs of record keeping, maintenance, etc. Lessees pay their own taxes. Profits left from real estate should be nominal.

The railroads need the shippers, and vice versa.

Soon after the merger of the C. & N.W. and M. & St. L., the financially-revitalized North Western had a system-wide reappraisal of all its property made by an independent firm of appraisers.

Soon afterward a flood of letters went out to towns throughout the system, startling small town manufacturers, grain elevator operators, lumber companies, and the like, with the announcement that, as of the end of the year, all rents would be raised . . . in some cases 100%, 200%, 300%.

In its letters the North Western sought to justify its action by stating: "While the proposed increase here may seem abrupt and proportionately high in relation to existing rates, it is still in keeping with a fair market value of the property and is by no means the greatest proportionate increase being instituted in our system."

Lessees were told that the increases were made "after careful consideration of relevant factors, such as local market values, taxes assessed, land usage, rent rates, etc."

In a clincher, North Western offered in many instances to sell the property to the lessee. The selling prices quoted were "fair market value" . . . if anybody wanted an elevator or warehouse at a shipping point where there was little or no rail service.

The railroad warned that the property would be offered to lessees first, and if lessees did not purchase, then it would be offered to others.

Pursuant to Section 230.10 of the Minnesota Statutes, many shippers asked the state railroad commission to take jurisdiction and deter the railroad from its proposed action. (Under the statutes the commission is authorized to fix "a reasonable annual compensation.")

The commission asked for "verified" complaints, and when these were received, the commission, on June 25, 1962, scheduled a hearing for 60 days hence.

Railroad Commission Chairman Paul Rasmussen was concerned by the turn of events.

"There have been cases where the Commission has been asked to determine whether the railroad should be required to renew a lease," he said, "but this is the first time in 37 years that the Commission has been asked to make a determination concerning a rental fee."

North Western tried to defend its action by suggesting that its current lease rates might be considered rebates or preferences to shippers. Company attorneys cited the Elkins Act of the United States Code and the "Little Elkins" Act of Minnesota. They quoted from a court decision: "If a carrier of interstate freight permits a shipper to occupy any of its land, as a mean of either reducing or absorbing its published rates in such shipper's favor, the transaction is clearly a rebate of concession prohibited."

When the lessees' complaints began to mount, and the State Commission acted, North Western Railroad real estate managers began to retreat somewhat. Their demands were cut drastically . . . though in many cases they were still more than 100% over previous rental fees.

To date, no hearing has been held on the sudden C. & N.W. action, chiefly because lessees have settled "out of court." But it is an uneasy truce . . . a grudging truce . . . and just one more thrust by the merged railroad to kill its "less than carload" and small-town freight business. The promised "savings" from the railroad merger have meant only higher rents along tracks receiving less service.

Some Typical Rent Hikes Attempted

Although the lessees of railroad land already pay for all improvements, assessments, and taxes, these are some of the rent hikes the railroad asked them to pay per annum:

	Was Paying	*Railroad Asked*
Geib-Janni Lumber Co., Arlington, Minn.	*$ 85*	*$ 750*
Arlington Lumber Co., Arlington, Minn.	*119*	*850*
Schmidt Lumber Co., Gibbon, Minn.	*85*	*320*
Bolin Lumber Co., Windom, Minn.	*600*	*2,500*
Hauser Lumber Co., Windom, Minn.	*73%*	*increase*
Hi-Way Service Oil Co. and Farmers Union GTA Elevator, Gibbon, Minn.	*100%*	*increase*

"Each of these merger proposals involves highly profitable railroad enterprises, and they originate, not out of any overall plan of the railroad industry for the creation of a more efficient national railroad network, but out of individual plans, developed by the management of the carriers to be merged, solely for the improvement of the competitive and financial situation of just the railroads involved."

—Hon. Hubert Humphrey, U.S. Senator, State of Minnesota

Top photo, opposite page: The proprietor of Caven Elevator, Franklin, Minn., shown here, received word from the railroad that his rent would take a sharp rise January 1.

Lower photo, opposite page: The North Western Railroad asked a 100 percent increase in annual rental fees for Farmers Union Grain Terminal Assn., property at Gibbon, Minn., shown to the right of tracks.

Below: Fullerton Lumber Company, Fairfax, shown to the right of the tracks, was one of many lumber companies beside the old M. & St. L. rails which were suddenly faced with rent-hike notices.

Live A Little Longer

Sinus Infection Can Be Cured

By Dr. William A. Sawyer
IAM Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists. Dr. Sawyer cannot answer individual correspondence.)

MANY PEOPLE BELIEVE that once you acquire sinus trouble you are stuck with it more or less permanently. Such is not true if you obtain the kind of treatment that is available today. In the past, sinus infection has not been treated as it is today. We did not have the vasoconstrictor and antibiotic drugs. Too often the condition was neglected until it became so severe (chronic) that radical surgery was required. And often after such destructive surgery there were worse symptoms than had been present previously.

According to Dr. George F. Reed, one of the professors of nose and throat diseases at the Harvard Medical School, such a situation is no longer true. Nevertheless many people believe sinus trouble is incurable.

"In actual fact," says Dr. Reed, "most present-day sinus therapy is very successful and worthwhile." He contends that when treated properly and vigorously, few cases of sinus infection resist drug treatment. Therefore surgery is seldom necessary as a result.

Generally the treatment of acute sinus infection consists of the use of nasal vasoconstrictors, local heat, and when necessary, antibiotic drugs.

The cause of acute sinus trouble is the swelling and thickening of the mucous membrane of the nasal passages, resulting in obstruction of the openings through which drain secretions of the sinus cavities.

Dr. Reed emphasizes, that the most important element of therapy is the use of vasoconstrictor drugs for shrinking the thickened living membranes of the openings to the sinuses, so that there can be adequate drainage and aeration.

If vasoconstrictor drops are used, it is difficult to have them reach the swollen areas. The same drugs in the form of a spray will more certainly shrink the membrances. "The present-day availability of nasal sprays in the form of plastic squeeze bottles makes this form of therapy practical where previously it was not. It is important that the vasoconstrictor be administered regularly and frequently."

The spray should be used every 3 or 4 hours with the head in the upright position. By this means drainage and aeration of the sinuses will be accomplished. Such treatment should not be used for more than 2 weeks.

The use of local heat is recommended for acute sinus infection because of the comfort it provides and its usefulness in combating such an infection. Heat can be applied to the aching areas in several different ways.

Antibiotic drugs should be used only when the doctor prescribes them. As in other diseases, there is a tendency to abuse these drugs. Most cases of acute sinus infection will respond satisfactorily to intelligent use of local heat, vasoconstriction and patience. The antibiotics should be reserved for the severe cases with evidence of more general infection.

Dr. Reed believes that most of the conditions called "sinus trouble" by the public are not sinus infections but various forms of rhinitis and nasal obstruction caused by other conditions in the nasal passages. It is always best to make sure what you have before treating it. Today the doctors can do more for sinus trouble than ever before.

President Pushes Program For Aid To Senior Citizens

"PRESIDENT KENNEDY HAS asked Congress to take a giant step in a far-reaching program to provide freedom from fear for the increasing millions of older people in America."

This was the comment by former Congressman Aime J. Forand, president of the National Council of Senior Citizens, on President Kennedy's unprecedented special message on problems of aging submitted to Capitol Hill. The National Council—reported to be a non-profit, non-partisan organization of more than 1,500,000 members of some 1,500 affiliated older peoples clubs across America—has spearheaded a nationwide campaign for the past two years to mobilize public support behind Medicare proposals for the aged.

Hospital insurance for all older Americans retiring at age 65 is the major feature of nearly 40 different proposals affecting older people included in the President's message.

Forand said the new health insurance proposals for the aged included similar benefits and concepts to the King-Anderson Bill strongly supported by his organization.

He said the National Council welcomed the blanketing-in of the 2,500,000 older Americans not currently covered by Social Security and Railroad Retirement. He also supported the new provision for freedom of choice by recipients regarding selection of hospitalization coverage, under the Act.

"Enactment of the Health Insurance Act of 1963 should be undertaken immediately in the national interest. This proposal represents the most significant progress in social legislation since the introduction of Social Security in 1935 and President Kennedy, in his special message, has put health care and other problems of aging in their proper perspective," said Forand. "Congress must decide **now** to take steps to rid the aged of their worst fears; to assist them to a better standard of living and a fuller and more meaningful role as citizens in our society."

The former Rhode Island Representative — who retired because of ill health in 1960 after 22 years in the House—said that nearly all the other proposals in the President's message were in line with the aims and objectives of the National Council of Senior Citizens approved and recommended by its Executive Board early in 1962.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

T. R. R. St. L.

FLORISSANT, MO. (132). Officers and members of Local 132 wish Brother and Mrs. Charles Parkhurst and Brother and Mrs. Edward Schmidt, many years of happy retirement.

Brother Charles Parkhurst who retired because of ill health, had served the T.R.R.A. and our Local faithfully for more than 41 years.

Brother Edward Schmidt who retired after 47 years of faithful service to the company also served our Local as recording secretary for more than 15 years.

Again we wish Brothers Parkhurst, Schmidt, and their wives many years of happiness. J. F. Dosing, Jr.

Pennsylvania

CHICAGO, ILL. (69). Our regular meeting was held recently at the Lakeside Inn. There were 7 members and three visitors present. Grand Lodge Representatives W. W. Altus, W. D. Best, and E. L. Abbott, editor and manager of *The Signalman's Journal* were the visitors.

The meeting was called to order by Chief Signalman W. R. Levy assisted by Brother Wm. Dayton, chaplain.

Several items of business were handled and provisions were made for voluntary donations to the AFL-CIO Committee on Political Education and a contribution to the Heart Association.

Local Chairman B. J. Hoffmann reported on the conditions of camp cars and the subject of oil heat and proper water facilities for these cars.

The extent of coverage of The Federal Employers Liability Act was discussed and several questions were asked regarding the application of the act where a third party is involved. It was agreed that this subject should be given further study and consideration.

Each of the visitors was given an opportunity to speak and their comments were added to the subjects discussed throughout the meeting. It was our pleasure to have them visit our Local and we extend an invitation for them to come again.

W. F. Knitter

Members and visitors present for a recent meeting of Local 69 were: Left to right, seated, Recording Secretary W. F. Knitter, Chief Signalman W. R. Levy, Financial Secretary R. L. Taylor, Local Chairman B. J. Hoffman. Standing, Grand Lodge Representative W. W. Altus, Brothers R. W. Secor, H. D. Licker, R. M. Fisher, Wm. Dainton, and Grand Lodge Representative W. D. Best.

Chesapeake & Ohio

CLIFTON FORGE, VA. (89). Material for the Centralized Traffic Control system to be installed on the Clifton Forge Division, Mountain Subdivision between Staunton, Va. and Charlottesville, Va. is arriving.

Work will probably begin on this project when forces now working on the Clifton Forge to Hinton job complete that portion of the installation.

Brother James Edward Matheney, 8-09-15, retired January 1, 1963 with 47 years service. Brother Matheney is now residing in Ronseverte, W. Va.

Brother E. Mason Feury, 2-15-26, retired January 1, 1963 with 36 years service. Brother Feury is now residing in White Sulfur Springs, W. Va.

C. R. Long

C. & W. I. R. R.

CHICAGO, ILL. (32). This notice is to advise our members that the $10 assessment which Grand Lodge was authorized to levy to finance the 25 percent wage increase movement is due and payable on or before April 30.

Please keep this assessment in mind when you pay your second quarter dues as our Brotherhood is now negotiating with the carriers for the wage increase. This is also to advise that there will be no meeting of Local 32 until April 26. F. H. Croul

Missouri Pacific

WICHITA, KAN. (72). Brother George E. Thomas, one of our veteran signalmen and long time member of Local 72, retired on the date of his 65th birthday, January 9.

Brother Thomas began his signaling career working for the Santa Fe Railroad at Pueblo, Colorado. Four years later he transferred to the signal department of the Missouri Pacific railroad where he recently completed 44½ years of service.

Brother B. L. Shaver, who retired March 1, 1943 after 40 years of railroad service, recalled that he was the one who hired Brother Thomas many years ago. He also pointed out that Thomas is now his son-in-law. Ed.

Brother and Mrs. John H. Smith are shown cutting the cake which symbolized the celebration of their 50th wedding anniversary.

Baltimore & Ohio

ELLICOTT CITY, MD. (31). Brother and Mrs. John H. Smith, Sr., celebrated their fiftieth wedding anniversary on December 16, 1962. A party was held in their honor and twenty-six friends and relatives were present with best wishes and gifts for the celebrants.

Brother Smith retired July 31, 1957 after completing 50 years of railroad service with the B & O. At the time of his retirement he was a signal maintainer at the Baltimore terminal.

Brother and Mrs. Smith have six children and seven grandchildren, all of whom were present for the occasion. ED.

P. R. R. — P. R. S. L.

MAGNOLIA, N. J. (58). Our meeting of March 13, 1963 was interesting and well attended. Brothers M. W. Lindsay and H. D. Kendall were present. This is the first meeting they have attended for some time.

Our members don't think much of gang maintenance. Although we may gain a few cents an hour for a man or two, we lose foremen and inspectors.

Brother John Pasquale was recently called back to work at Center C.&S. Shop under H. Dalton, Foreman.

Brothers W. Panarello and T. E. Weston are still off work due to illness.

Brother D'Amato was called back to work on the P.R.S. lines.

I have been wondering why some of our retired members don't write. We would be happy to answer their letters. Write to the Recording Secretary J. L. Nack, 609 Evesham Ave., Magnolia, New Jersey.

We remind our members that no meetings will be held during June, July, and August. Why not come out to the May meeting and let us know what you think about the way your Local is being run.

Also remember that there will be a nomination and election of officers at the September meeting. Notices of this meeting will be sent our during September.

I have been asked why I have not had any news write ups in recent issues of the *Journal*. All I can say is that I have had no news to tell however, I will try to publish all available news for the balance of the year.

Well, this is about all for this month. I hope to see you at our next meeting May 8. Don't forget that your special assessment must be paid before April 30, 1963.

I neglected to mention that Brother G. Danley reported on the claims and other business that he worked on since our previous meeting. He also reported on the counter proposal made by the Railroads in answer to our request for a 25 percent wage increase.

The vacation season will start soon, so drive carefully and survive to enjoy that raise and other things in life.

J. L. NACK

Wabash

DECATUR, ILL. (55). With the gangs: V. G. Shonkwiler's gang is at Litchfield, Illinois on the interlocker job; P. E. Dawson's gang is at Campus, Illinois on the flasher job; and Carl Jacobsen's gang is working on a flasher job at Pattonsburg, Missouri.

With the testmen: Joe Sharp is at Detroit, Michigan; F. G. Bartley is at Reddick, Illinois; H. E. Martin is on the fourth district; R. E. Pettus is between Moberly and St. Louis, Missouri; J. E. Bartley is at Moberly, Missouri.

Personnel changes: L. D. Driskill bid in the Taylorville, Ill. maintainer job; J. D. Travis bid in the Bluffs, Ill. maintainer job; R. L. Tuley bid in the Forest, Ill. maintainer job; N. E. Beeson bid in the Tolono, Ill. maintainer job; and D. D. Hedrick bid in the temporary maintainer job at Montpelier, Ohio.

With the sick: Brothers J. F. Driskill and Chas. Kwader are away from their jobs on sick leave.

We are sorry to report that Brother Walter Flavin, retired, has had his left leg amputated. The operation was performed December 26 at the Wabash Hospital in Decatur. Brother Flavin is now at his home in Springfield, Ill.

A committee of members from our Brotherhood presented Brother Flavin with a folding wheel chair. The money for the chair was raised by voluntary contributions from Brothers and friends over the Wabash system. We wish to thank each one who contributed. Brother Flavin has requested

Brothers Wm. Dye, left, and John Ritchie, right, are shown as they visited Brother Walter Flavin at his home.

that I convey his sincere thanks to all of his many friends.

Again our Local members have proved that we are more than just a business. We have something to give besides money, such as compassion and the feeling of fellowship for our fellow man.

We, at this time, wish to extend a fond "Hello" to our retired members. We want you to know that we have not forgotten you and would appreciate hearing from you from time to time.

In the midst of world affairs that swirl so fast around and about us, it is difficult to determine whether we should gracefully accept the many changes or oppose them when we think we should oppose them. I guess that in the final determination it will be our conscience and good sense which will guide our actions.

"God grant me the serenity to accept the things I cannot change, the courage to accept things I can, and wisdom to know the difference."

J. F. POUNDSTONE

Missouri Pacific

KIRKWOOD, MO. (72). I have just returned from our regular meeting which was held at Little Rock, Arkansas March 9 and was particularly impressed by the good attendance. There were 19 members and one officer present.

Brother H. C. Martin acted as chief signalman and was assisted by Brothers F. Schepp and Morrice Grice in opening and conducting the meeting.

It was reported that several of our members are away from their jobs due to illness and injury. General Chairman was unable to be present. He is in the Missouri Pacific Hospital at Little Rock as the result of a back

injury sustained while handling his motorcar. Brothers H. R. Kelley, Jimmy Duncan, and C. E. Johnson were recently released from the hospital and are convalescing at home. Brother Perry reported that Brother Wilson recently had a heart attack and is on sick leave. We send our sincere best wishes for a speedy recovery to all of our members who are ill.

The proposed changes and additions to our Constitution were submitted and unanimously approved by those present at this meeting.

We urge all of our members to pay their special assessment promptly to avoid being cited under the Union Shop Agreement. This assessment must be paid by each of our members on or before April 30.

Rule 24 of our Agreement was discussed and it was agreed by the members present that it was the intent of this rule to provide that all men involved in a consolidation of territories where jobs are abolished and territories changed should be given preference of the consolidated territories in accordance with their seniority ranking.

I hope to see a good turnout at our next regular meeting at Kansas City, Mo., April 27. Please plan to attend.

E. R. HILL

B. &. O. C. T.

CHICAGO, ILL. (143). As you all know by reading the articles that appeared in the LABOR Paper and *The Signalman's Journal*, our Brotherhood was directed at its First Triennial and Thirty-Fifth Regular Convention held in Denver, Colorado during August 1961, to negotiate a 25 percent increase in wages for all classes of Signal employes in the United States.

The Convention directive also authorized Grand Lodge to levy an assessment of $10 upon each member in the United States to finance the cost of the wage movement. This $10 assessment is to be paid by each member to his Financial Secretary by April 30, 1963, so that he can turn this money over to Grand Lodge by May 15, 1963.

All Brothers are asked to cooperate in this matter by paying up as soon as possible. FRANK MANFREDO

Santa Fe

EMPORIA, KAN. (33). Local 33 held a meeting, that was a meeting, in Emporia, Kansas Saturday, March 9, 1963, at the Masonic Temple.

Chief Signalman Claude Roberts called the meeting to order at one p.m. sharp, and in looking over the attendance and counting faces, it was discovered that there were forty two good brothers present. This to my knowledge is very near a record for attendance at a Local 33 meeting.

General Chairman W. H. Lewis was also present, and a very pleasant surprise was the unexpected appearance of Vice President Ben Steuerwald. This was his first time at a meeting of Local 33 and we appreciated his being with us.

The application for membership of Melvin K. Nightingale was accepted.

Brothers Lee Davis and Max Craft were obligated into our Brotherhood. We welcome these Brothers and extend to them the hand of fellowship.

We regret the recent deaths of Brothers Russel Friel, Topeka, Kansas, Relay Shop Foreman; and Harold Taylor, Ottawa, Kansas. We of Local 33 wish to express our sincere sympathy to the survivors.

Sick reports show Brother Fred Dicks, Signal Maintainer, Chanute, Kansas; and Brother Lindsay McMahon, Signal Maintainer, Newkirk, Oklahoma; recently underwent surgery, and are on the mend, and will be returning to work in the near future.

Oklahoma Division, Signal Gang, Foreman Bilbrey, is busy installing C.T.C. between Arkansas City, Kansas, and Newkirk, Oklahoma.

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Foreman Fenton's Eastern Division Gang is at Emporia, Kansas cleaning up the odds and ends left when the Interlocker at Merrick was placed on T.C.S.

Foreman Richard's gang is working around Holliday, and Morris, Kansas performing general signal work in connection with the tying in of Holliday, and Morris to the coding machine at Emporia, Kansas.

It has been announced that the Oklahoma Division, as a division in name, is to be abolished in the near future. The old Southern Kansas division which was consolidated with the Oklahoma division several years ago will become a part of the Eastern Division, and the rest of the division is to become a part of the Northern Division. This will, of course, involve considerable rearranging of seniority and transfer of seniority rights of Oklahoma Division men to either the Northern or the Eastern Division. This will also require that the jurisdictional limits of Brotherhood Locals on the Santa Fe be rearranged. This will be of vital importance to all members of Local 33 and Local 121 and could involve other locals on the Santa Fe.

On May 4, 1963, Local 33 will meet at Oklahoma City, Oklahoma at 10:00 a.m. More details should be available at that time, and due to the importance of this move all employees of the Local 33 jurisdiction, and especially those of the Eastern, Oklahoma, and Middle Divisions should be making arrangements as of now to attend this meeting.

I take this opportunity to assure the membership of Local 121 that they will be welcome as visitors at this meeting. Inasmuch as they are also involved, we will be disappointed if they fail to show for this meeting.

In recent months your correspondent has been asked the following question. "Creson, are you getting lazy or too old to do your job as correspondent for Local 33?" Well, I hate to be too honest in answering this question, but these inquisitors are hitting the nail pretty close on the head. I would, however, like to defend myself just a little. To be a correspondent one must have something to write about. When one has run out of ideas and news, and members in the field get in the same shape as the correspondent, that its, too lazy and too old to let him know what is going on, there is not much to write about.

What goes on within the jurisdiction of any of our locals should be of interest to everyone working. Anyone having any news of interest to our membership should see that it is forwarded immediately to your correspondent. He will see to it the *Journal* get it in time to be published.

The *Journal,* to be a magazine for Our Brotherhood's membership, must be informed of conditions and affairs in the field. Please forward the news to me and I will get it to the Editor who has assured me that he will do all possible to carry this news to our membership through the Local Lodge News section of our *Journal.*

S. P. CRESON

Pennsylvania

I am writing this from Room 417, St. Barnabas Hospital or Medical Center, 685 High St., Newark 2, N. J.

I was chief signalman of Local 25, then of Newark, now holding their meetings in the YMCA at the P.R.R. Station in New York City, N. Y.

During 1947 I was taken out of service due to a heart attack. I kept active in the affairs of our Local until about 1958 when I developed arthritis of the spine and was forced to assume a less active role.

I have been in and out of this hospital five times since 1958 and what I am trying to say to you is that during all of that time I have not had a visitor, other than my son who is financial secretary, at home nor at the hospital from Local 25.

As you can imagine, the hours in the hospital and even around home are long and lonely. I am sure there are some old-timers left in Local 25 who will remember me and I would be very pleased to hear from them. John J. Heeser, 2 Chapman Place, Irvington 11, N. J.

Obituary

E. L. Marshall, member of Local 104, Southern Pacific Railroad, passed away February 13, 1963. He was 57.

The officers and members of Local 104 extend deepest sympathy to the surviving members of his family.

F. R. SMELTZER

Charles S. DeBerry, retired member of Local 31, Baltimore and Ohio Railroad, passed away February 1, 1963. He was 67.

Brother DeBerry retired February 17, 1960 and had been in ill health for several years.

The officers and members of Local 31 extend sincere sympathy to his widow and the other surviving members of his family. ED.

T. B. Smoot, member of Local 114, Washington Terminal Company, passed away March 8, 1963. He was 46.

Prior to his passing, Brother Smoot was a Leading Maintainer. He began his signaling career December 1, 1941 and has been a faithful member of our Brotherhood for many years.

He is survived by his widow, three sons, and a daughter, to whom the officers and members of Local 114 extend deepest sympathy.

A. L. WATKINS

William H. Kenney, retired member of Local 120, Boston and Maine Railroad, passed away recently. He was 73.

Brother Kenney retired in 1949 following an accident in which he was disabled. At the time of his retirement he had 40 years of railroad service.

Brother Kenney is survived by two brothers and two sisters to whom the officers and members of Local 120 extend sincere sympathy. ED.

Walter J. Nusser, member of Local 161, Atchison, Topeka & Santa Fe Railway, passed away recently. He was 54.

At the time of his passing, Brother Nusser held the position of Signal Maintainer with headquarters at Garden City, Kansas.

He is survived by his widow, two daughters and two sons to whom the officers and members of Local 161 extend deepest sympathy.

ROBERT DILLON

CHANGE OF ADDRESS

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Economywise, Straight Primary has a great deal to offer by completely eliminating both the initial cost and subsequent maintenance of power lines and all accessory equipment necessary to operate an AC-standby system.

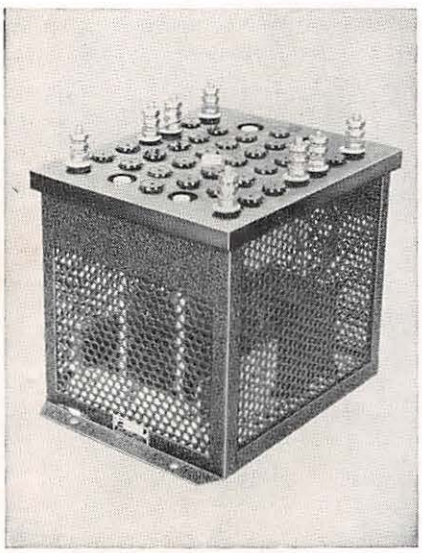
Where either new signaling or modernization of present facilities is being considered, the ability to use Straight Primary for several of the important signal functions may well result in a new cost picture that will materially help to justify the entire installation. In this respect we will always be glad to assist by supplying complete battery engineering data.

Type of Battery	Copper-Oxide					Renewable Carbon			Carbonaire	
	S-500	M-500	M-1000	HA-500	HA-1000	A-500	A-1000	RE-1000	2-S-J-1 or 2-S-L-2	TR
Track Circuits	x	x	x			x	x	x		x
Intermediate, Distant and Dwarf Signals		x	x	x	x	x	x	x		
Electric Switch Locks	x					x			x	
Crossing Signal Protection				x	x					

THOMAS A. EDISON INDUSTRIES
PRIMARY BATTERY DIVISION • BLOOMFIELD, N. J.

McGRAW EDISON

PRODUCT NEWS from Union Switch & Signal



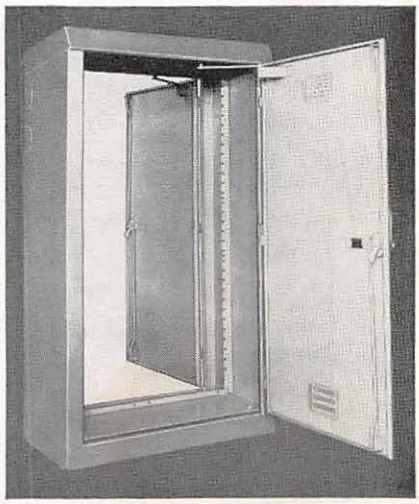
New Phase Selective A-C Coded Track Circuit costs less to maintain

This two-element phase selective a-c coded track circuit replaces the centrifugal frequency relay track circuit in a-c electrified territory. It requires less maintenance and less equipment than the single element a-c coded track circuits with lockout. The new track circuit is also more adaptable for use in interlockings.

It is unique because shelf-mounted, wall-mounted or plug-in d-c track relays hold maintenance costs down. The new circuit also protects against defective insulated joints at interlockings in electrified territory. That's because it discriminates against foreign current frequencies and improperly phased codes. *Write for U.D. 289.*

Union USG Arresters offer continuous lightning protection

Union USG Arresters survive hundreds of surges to give you continuous lightning protection. They pay for themselves through reduced equipment damage and lower maintenance costs. Union USG Arresters are designed for low voltage circuits and are available in two ratings: (1) for shunt arrester on track circuits or on line circuits up to 30 volts, and (2) for series track or line arrester or as a shunt arrester on line circuits from 30 to 250 volts. Low breakdown—less than 250 volts and 1200 volts respectively on above ratings. *Write for Union Catalog Plate P1-5.*



Style RS Sheet Steel Instrument Case has hinged front and rear doors

Since both front and rear doors open easily, instruments and wiring can be checked from either side of the case. This feature is particularly useful when housing plug-in relays. The front and rear doors also have an inside sliding doorstop which automatically stops the door in either the 90-degree or 180-degree open position. These removable doors are attached to the case with come-apart hinges. The case has movable shelves, wire chases and a removable backboard floor angle. *Write for Union Catalog Plate L2-1.*

WABCO

UNION SWITCH & SIGNAL DIVISION

PITTSBURGH 18, PENNSYLVANIA/Westinghouse Air Brake Company